THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
BOARD ACTION SUMMARY

DEPT: Planning and Community Development

BOARD AGENDA:7.1
AGENDA DATE: January 14, 2025

SUBJECT:
Acceptance of the South 9th Street Corridor Plan

BOARD ACTION AS FOLLOWS: **RESOLUTION NO. 2025-0031**

On motion of Supervisor Grewal **Seconded by Supervisor** C. Condit
and approved by the following vote,
Ayes: Supervisors: Chiesa, Withrow, Grewal, C. Condit, and Chairman B. Condit
Noes: Supervisors: None
Excused or Absent: Supervisors: None
Abstaining: Supervisor: None

1) X **Approved as recommended**
2) _____ **Denied**
3) _____ **Approved as amended**
4) _____ **Other:**

MOTION:

Kelly Rodriguez

ATTEST: KELLY RODRIGUEZ, Assistant Clerk of the Board of Supervisors

File No.

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
AGENDA ITEM

DEPT: Planning and Community Development BOARD AGENDA:7.1
AGENDA DATE: January 14, 2025

CONSENT ☐

CEO CONCURRENCE: YES 4/5 Vote Required: No

SUBJECT:

Acceptance of the South 9th Street Corridor Plan

STAFF RECOMMENDATION:

1. Accept the South 9th Street Corridor Plan.
2. Authorize the Directors of the Planning and Community Development and Public Works Departments to pursue appropriate actions necessary to carry out the guiding principles in the South 9th Street Corridor Plan.

DISCUSSION:

On May 24, 2022, the Board of Supervisors approved the acceptance and implementation of Sustainable Transportation Planning Grant Funds, in the amount of $223,682, from the California Department of Transportation ("Caltrans") for the South 9th Street Corridor Plan ("Corridor Plan"). The Sustainable Transportation Planning Grant program was created to support Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment. Awarded projects must directly benefit the multi-modal transportation system, improve public health, social equity, environmental justice, the environment, and provide other important community benefits.

The plan area evaluated in the Corridor Plan includes the unincorporated 1 and 1/4-mile length of South 9th Street bound by the Tuolumne River to the north, the Southern Pacific Railroad on the west, East Hatch Road to the south, and Bystrom Road to the east. While the plan area is located within the Local Agency Formation Commission's (LAFCO) adopted Sphere of Influence of the City of Ceres, it is influenced by both the cities of Ceres and Modesto, with the City of Modesto located to the north, west, and south, and City of Ceres located to the south and east. Development of the Corridor Plan builds on recent planning efforts such as the City of Ceres Active Transportation Plan, the City of Modesto Downtown Master Plan, and Stanislaus Council of Government's (StanCOG) Bystrom Community Transportation Needs Assessment. South 9th Steet was chosen as the subject of the County's grant efforts due to the unique makeup of the plan area and surrounding area, and the regional importance the plan area has serving as a major transportation corridor linking City of Modesto's downtown with both the City of Ceres and Highway 99.

The plan area is comprised of primarily commercial and industrial land uses; however, the plan area is directly abutted by residential land uses (the Bystrom Neighborhood) to

the east, creating a harsh interface of land uses. The plan area is predominately zoned General Commercial (C-2), established in 1955, and includes a mixture of uses that are, in places, more characteristic of industrial than commercial in terms of modern-day commercial zoning standards. Notable issues within the plan area include a lack of suitable stormwater facilities resulting in flooding, further exacerbated by elevation changes between parcels and the public rights-of-way, fragmented and substantially incomplete sidewalk and pedestrian infrastructure, a lack of bike lanes, unsightly and unmaintained properties, a substantial number of non-conforming parcels not meeting current zoning standards related to uses, setbacks, parking, landscaping, and fencing, and traffic safety issues related to vehicles speeding and higher-than-average collision rates within the corridor.

The purpose in developing the Corridor Plan was to identify land use and transportation strategies that will enhance the corridor (visually and economically), improve the interface between the adjoining residential area to the east; and to provide greater connectivity to the north side of the Tuolumne River (into Modesto's Downtown and the Tuolumne River Regional Park).

The project team developing the Corridor Plan consisted of the County Planning and Community Development Department, assisted by sub-applicant CivicWell (formerly Local Government Commission) who have supported staff by coordinating the grant administration and the community outreach process, consultant Fehr and Peers who have provided technical expertise in transportation planning, and sub-consultant PlaceWorks who have provided technical expertise in land use planning.

Development of the Corridor Plan took place between November 2023 and December 2024, and first involved the creation of a project advisory group (PAG), comprised of various representatives from stakeholders impacted by the plan and agencies with oversight to the plan area. Stakeholders included representatives from the South Modesto Municipal Advisory Council (MAC) and staff from the cities of Ceres and Modesto, Modesto City-Schools, County Public Works Department, County's Community Service Agency, Sheriff's Office, StanCOG, and Opportunity Stanislaus. The PAG met with the project team four times over the course of the plan development process, providing insight into key issues facing the plan area, how best to engage and obtain input from residents, workers, and property owners in and around the plan area, and giving direction on developing plan recommendations and alternatives.

Site visits, existing traffic and collision data, local land use and transportation documents, and census data provided the project team with an understanding of the plan area conditions and issues. Direct input from property owners and workers located within the plan area and residents in and around the plan area, along with community members at large, were obtained through the use of online mapping tools, surveys, and community meetings (including the South Modesto MAC) advertised through social media, the distribution of flyers, and advertising on a State Route 99-facing billboard located in the central Modesto area. A two-day charrette was held in March 2024, and consisted of stakeholder meetings with businesses located within the plan area, local agencies, and advocacy groups; a walk audit with community members and the project team, intended to provide an "on the ground" perspective of both positive and problematic aspects of the plan area and to brainstorm on how they might be improved; a pop-up table at a local emergency shelter to obtain feedback from transient

communities who may frequently pass through the plan area; and an evening workshop held at Tuolumne Elementary School. The workshop was aimed at providing the project team with an understanding of the types of land uses that would be desired within the plan area, and included a mapping exercise that allowed the project team to tie commentary received to specific locations and intersections within the plan area.

Community feedback received through the early stages of development of the Corridor Plan was unified. The project team heard consistent feedback about the need for sidewalks and bike lanes, a desire for aesthetic enhancements of the corridor, including incorporation of more landscaping and lighting, a desire for maintenance of private properties, a desire for residential and retail opportunities serving the surrounding community, a concern about speeding and lack of traffic safety, and a concern about crime and theft.

The Corridor Plan identifies the following guiding principles for the future development of the plan area:

1 Increase and improve connections to and from South 9th Street;

2 Improve roadway safety for people walking, biking, driving, and riding transit;

3 Provide comfortable facilities for walking and biking by delineating users in space;

4 Build green infrastructure to help alleviate ponding, treat stormwater, and provide landscape opportunities;

5 Improve the appearance of the corridor by enhancing existing properties and providing landscape, streetscape, and façade improvements;

6 Support new land uses along the corridor such as commercial, retail, cafes, restaurants, and housing that serve the needs of residents and employees; and

7 Increase the sense of safety by following principles of Crime Prevention Through Environmental Design for public and private property.

Included in the Corridor Plan are recommended land use, transportation, and non-infrastructure changes, as well as a schedule/order of implementing for the near-term to the long-term. The recommendations provided ultimately represent a long-term vision of facility improvements, programmatic investment, and property owner/developer buy-in.

The Corridor Plan's land use recommendations include land use changes, primarily on the east side of South 9th Street and at major intersections, which envision transitioning land uses north of Highway 99 from industrial land uses to commercial, mixed-use, and residential land uses. Between South 9th Street and Bystrum Road, the plan envisions development of a mix of housing opportunities and densities, to create a smoother transition in character from commercial development along South 9th Street to single-family residential east of Bystrum Road. The Corridor Plan provides design guidelines which, if incorporated into the County's Zoning Ordinance, would provide greater consistency in the design of new development. The design guidelines address access, building massing, fencing location and sizing, the location of off-street parking, the quantity and nature of landscaping, and materials and decorative features which should be incorporated into building facades. The intent of these design guidelines is that they

will create uniformity among development, improve aesthetics of the plan area, and promote safety.

Three "activity node" concepts along South 9th Street are introduced in the Corridor Plan, coinciding with transportation recommendations, targeting intersection improvements at River Road, Hosmer Avenue, and Sonora Avenue. These activity nodes feature a variety of concepts, such as offering retail commercial uses, including restaurants and grocery stores which could serve the surrounding residential uses, residential and mixed-use land use opportunities, parcel designs featuring parking lots at the rear of the properties, plazas, and open space opportunities. By encouraging development that provides destinations for workers and residents within and around the plan area and improved connectivity at major intersections, these focused activity nodes are intended to generate interest and catalyze further activity, redevelopment, and improvement of properties elsewhere within the plan area.

One of the existing conditions within the plan area includes a northbound State Route 99 off-ramp which transitions to an intersection with a northbound travel slip and a southbound STOP sign-controlled left turn. The Corridor Plans transportation recommendations include modifying the existing intersection by removing the slip lane south of Latimer Avenue and modifying the existing intersection into a signalized intersection with protected left-turns. In addition, three other intersections are recommended to be signalized, with an overall aim to reduce speeding and improve pedestrian safety by providing additional places to cross South 9th Street. The River Road/South 9th Street intersection is recommended to be squared up and signalized in order to remove the bridge underpass. Additionally, recommendations to the South 9th Street right-of-way include a reduction or outright removal of street parking, installation of sidewalks as shared use paths for both bicycles and pedestrians, incorporation of street furniture, wayfinding elements, and median lighting and landscaping. Class III bike routes are recommended along Bystrum Road, to route bike traffic off of South 9th Street onto the less frequented side-street.

The Corridor Plan's non-infrastructure project recommendations, which support enhancement of the plan area without land use changes or transportation infrastructure improvements, include expanding efforts to achieve compliance with adopted County codes and standards using existing permitting and code compliance processes, educating property owners and tenants of local zoning codes, and supporting local art initiatives such as mural programs to improve placemaking and the visual appearance of the plan area.

In October 2024, a draft version of the Corridor Plan was released for public review and input. To facilitate feedback on the plan contents and its recommendations, the project team held a second community workshop at Tuolumne Elementary School on October 16, 2024. Feedback from attendees were largely supportive of the plan and its recommendations, including signalization of major intersections along South 9th Street, removal of the existing off-ramp slip lane, and inclusion of mixed use and retail land uses. Based on the feedback received at the workshop, and during the course of the Corridor Plan development process, a final plan was prepared (see Attachment 1 - *January 2025 South 9th Street Corridor Plan*).

Once accepted, the Corridor Plan, will guide future land use and infrastructure actions within and around the plan area. County actions could include applying for grants to

implement the project list, enacting policy changes, increasing enforcement of non-compliant properties within the plan area, or generally supporting developers interested in developing properties pursuant to the recommended land uses and design guidelines.

POLICY ISSUE:

The County's General Plan Land Use, Housing, and Circulation Elements encourage fostering economic growth through appropriate land use policies, ensure compatibility between land uses, and provide for a variety of housing inventory to accommodate community needs. The Circulation Element specifically states that an integrated, efficient transportation system is essential to maintaining the quality of life and facilitating the economic growth of the County. Acceptance of the Corridor Plan both supports and promotes the County's General Plan policies.

FISCAL IMPACT:

Costs associated with development of the Corridor Plan were primarily covered by the $223,682 in Sustainable Transportation Planning Grant funds awarded to the County. Match funding in the amount of $28,981 and administrative costs not covered by the administrative allowance were funded by available Planning-General Plan Maintenance Special Revenue Funds and Planning-General Funds eligible for use.

BOARD OF SUPERVISORS' PRIORITY:

Approval of this action supports the Board's priorities of *Developing a High-Performing Economy*, *Delivering Efficient Public Services,* and *Enhancing Community Infrastructure* by providing a plan document with recommendations supportive of the overall goals and policies of the Stanislaus County General Plan.

STAFFING IMPACT:

Any actions resulting from the acceptance of the Corridor Plan will be assumed by existing County staff.

CONTACT PERSON:

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Kristy Doud, Planning and Community Development Deputy Director of Planning Services
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ATTACHMENT(S):

1. January 2025 South 9th Street Corridor Plan

SOUTH 9TH STREET CORRIDOR PLAN

January 2025

Stanislaus County

Contents

Acknowledgements

Project Team

Stanislaus County
Striving to be the Best

CIVICWELL

FEHR PEERS

PLACEWORKS

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Vito Chiesa, District 2

Terry Withrow, District 3

Mani Grewal, District 4

Channce Condit, District 5

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City of Ceres Community Development Department

City of Modesto Community and Economic Development

Opportunity Stanislaus

South Modesto Municipal Advisory Council

Stanislaus Council of Governments

Stanislaus County Community Services Agency

Stanislaus County Economic Development Division

Stanislaus County Planning & Community Development

Stanislaus County Public Works Department

Stanislaus County Sheriff's Office

Stanislaus Regional Transportation Authority

Tuolumne Elementary School

Universal Services Recycling

VBC Bottling Co.

Caltrans

The South 9th Street Corridor Plan was funded by a Caltrans Sustainable Communities Grant.


Pecos Ave
ONE WAY

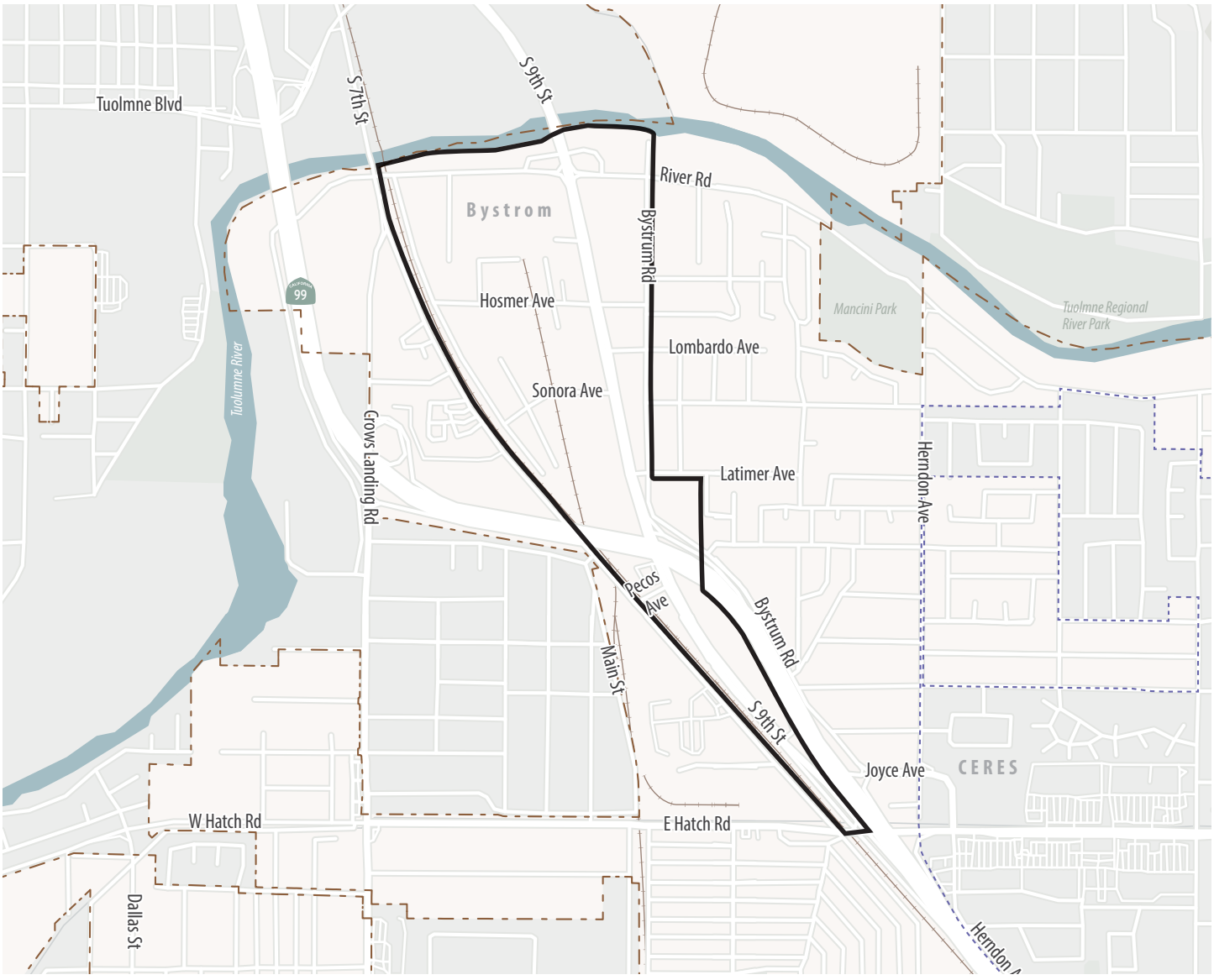
Chapter 1:
Introduction

The Corridor Plan Area

The South 9th Street Corridor Plan Area encompasses approximately 200 acres in Stanislaus County surrounding the South 9th Street Corridor. The Plan Area is defined by the Tuolumne River to the north, East Hatch Road to the south, South 7th Street to the west, and Bystrum Road and State Route 99 to the east, as shown in **Figure 1** below. The Plan Area is within the Local Agency Formation Commission's adopted Sphere of Influence of the City of Ceres and is served by City of Modesto's sewer and water infrastructure and Turlock Irrigation District's electrical infrastructure.

South 9th Street is the primary corridor connecting the Cities of Modesto and Ceres due to the limited number of Tuolumne River bridge crossings and serves as a gateway into Downtown Modesto. Within the Plan Area, it is the predominant roadway in the north-south direction. A set of collector streets in east-west direction, including River Road, Hosmer Avenue, Lombardo Avenue, Latimer Avenue, and Hatch Road intersect South 9th Street and connect the Plan Area to surrounding neighborhoods.

Figure 1: South 9th Street Plan Area



Purpose & Guiding Principles

The Corridor Plan is intended to guide public improvements and infill growth along South 9th Street and throughout the Corridor Plan Area. The document has been crafted from the generous input of community residents, business representatives, and agency staff and is based on their goals and priorities.

The Corridor Plan recognizes the importance of South 9th Street as a regional resource serving multiple jurisdictions and represents a comprehensive planning strategy promoting infrastructure improvements and economic growth.

The Corridor Plan seeks to achieve these goals by emphasizing the following principles:

Increase and improve connections to and from South 9th Street.

Improve roadway safety for people walking, biking, driving, and riding transit.

Provide comfortable facilities for walking and biking by delineating users in space.

Build green infrastructure such as rain gardens and green stormwater retention to help alleviate ponding, treat stormwater, and provide landscape opportunities.

Improve the appearance of the corridor by enhancing existing properties and providing landscape, streetscape, and façade improvements.

Support new land uses along the corridor such as commercial, retail, cafes, restaurants and housing that serve the needs of residents and employees.

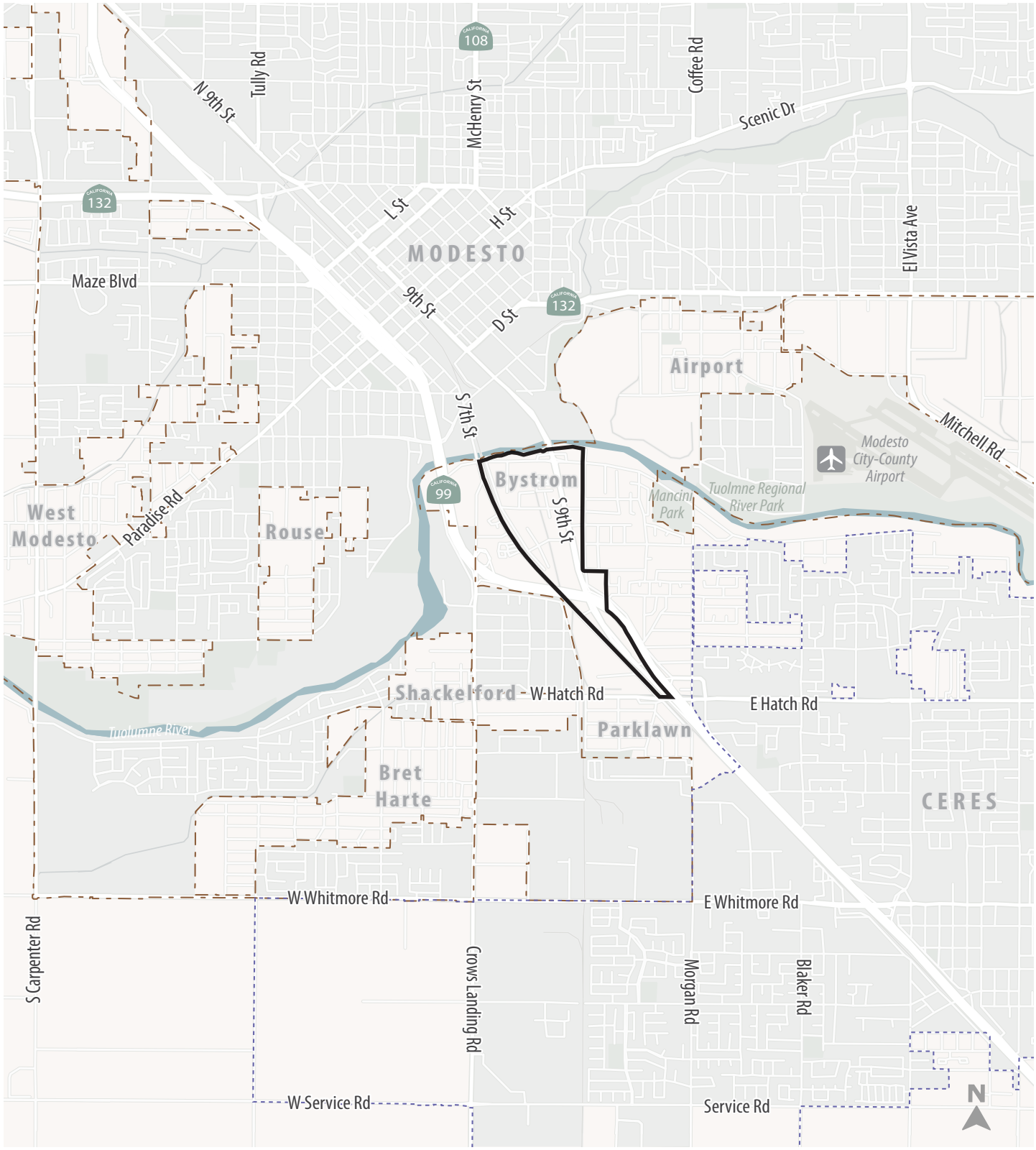
Increase the sense of safety by following principles of Crime Prevention Through Environmental Design for public and private properties.

Why South 9th Street?

South 9th Street is a five-lane arterial connecting downtown Modesto to State Route 99 and Ceres, as shown in **Figure 2**. The corridor is characterized by a mix of commercial and industrial uses, including auto shops, small retail stores, and warehouses. The corridor serves as a major thoroughfare for local businesses and residents, though it has seen limited new development and lacks key infrastructure such as sidewalks. Many people walk, bicycle, and take the bus along the corridor, but the design of the street prioritizes vehicle throughput and speed.

The Corridor Plan will set the vision for transforming South 9th Street and surrounding vicinity into a safe and convenient multi-modal corridor that will support a variety of land uses, promote new development, and improve the land use compatibility of existing uses. This Plan builds on the previous planning efforts by Stanislaus County, City of Ceres, City of Modesto, Stanislaus Regional Transit Authority (StanRTA), and Altamont Community Express (ACE) Rail.

Figure 2: Regional Context

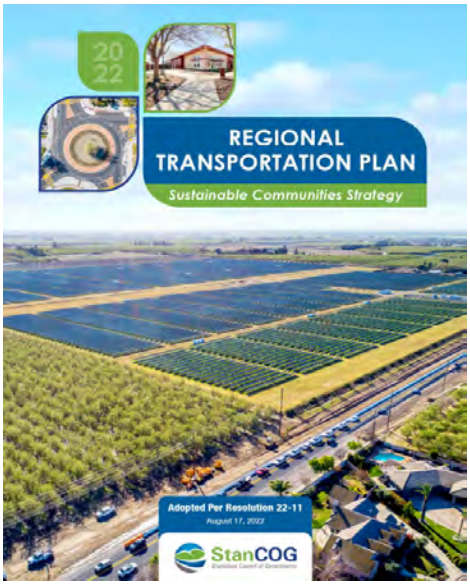


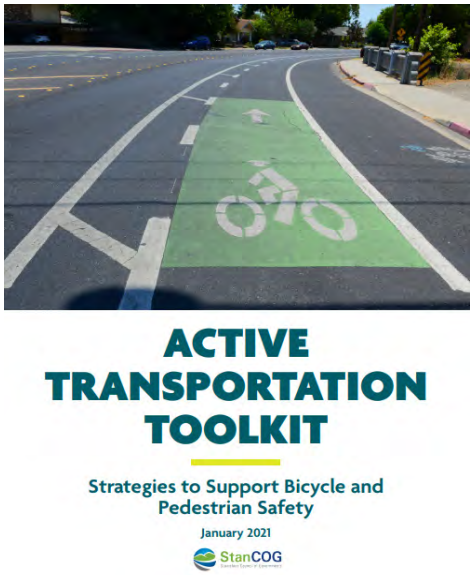
Relevant Plans & Policies

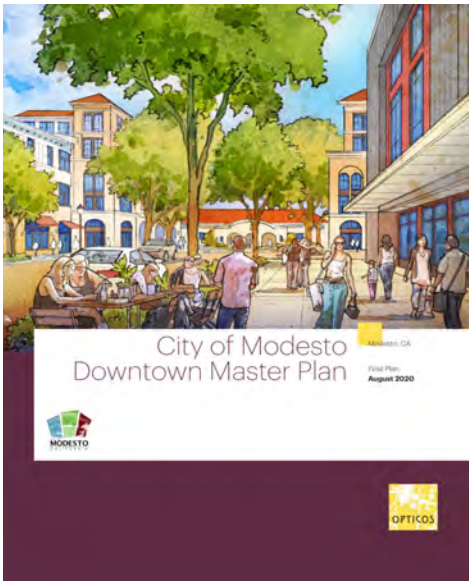
The following plans and policies were reviewed to inform our work and support plan consistency:

- StanCOG Regional Transportation Plan/ Sustainable Community Strategies
- StanCOG Non-Motorized Transportation Master Plan
- StanCOG Active Transportation Toolkit
- Stanislaus County General Plan
- StanCOG Stanislaus County Local Road Safety Plan
- City of Ceres General Plan
- City of Ceres Active Transportation Plan
- City of Modesto Systemic Safety Analysis Report
- City of Modesto Local Road Safety Plan
- City of Modesto Non-Motorized Transportation Master Plan
- City of Modesto Downtown Master Plan
- Tuolumne River Regional Park Master Plan and Projects
- StanCOG Bystrom Community Transportation Needs Assessment

Summaries of these plans can be found in **Appendix A**.





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Chapter 2: *Existing Conditions*

Existing Conditions

This chapter presents an overview of the existing conditions of land use and transportation in the South 9th Street Plan Area. Additional documentation on existing conditions can be found in **Appendix B**.

General Plan Land Use Designations

To analyze opportunities for land use changes that will improve the character of the South 9th Street Corridor, it is important to understand the land use designations that influence the development of the Plan Area. The Stanislaus County General Plan defines these designations, serving as a guiding framework for the area's development. By assigning specific land uses to each parcel, jurisdictions can establish development policies and regulatory guidelines that shape the area's overall character.

Figure 3 illustrates the land use designations from the Stanislaus County General Plan. The South 9th Street Corridor Plan Area is within the jurisdiction of Stanislaus County. However, the Plan Area is located within the Local Agency Formation Commission (LAFCO) adopted Sphere of Influence of the City of Ceres, and is influenced by surrounding land use designations from the City of Ceres General Plan and City of Modesto General Plan. Under the County's General Plan, any projects requiring discretionary approval within the Plan Area (e.g. use permit or rezone) would require support from the City of Ceres.

The majority of the Plan Area is designated by the County for commercial land uses, except for the northwest section which is designated for industrial uses. The General Commercial designation is intended for various forms of light to heavy commercial uses, including retail, service, and wholesaling operations. This designation also allows for residential development in limited situations and when connected to both public sewer and water service.

The Industrial designation allows for light or heavy industrial uses, including, but not limited to, manufacturing and warehousing.

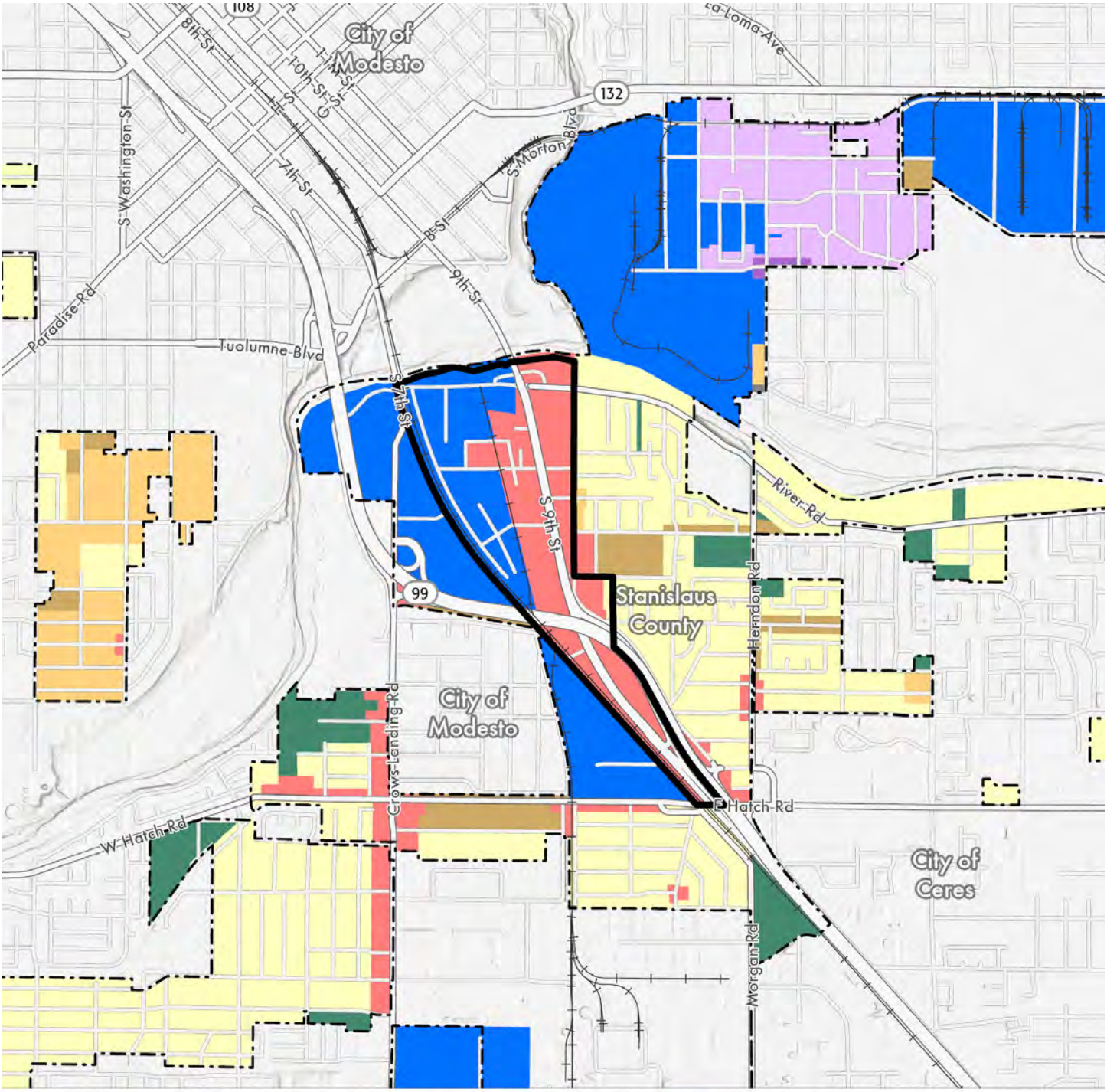
Stanislaus County's 6th Cycle Housing Element Update is proposing to rezone the area southeast of the Bystrum Road/Latimer Avenue intersection from Planned Development to medium-to-high density residential use.

The area north of the Plan Area, across the Tuolumne River, is within the City of Modesto, and is characterized by the open space of the Tuolumne River Regional Park, serving as a buffer zone between Downtown Modesto and the Plan Area. The area immediately west of the Plan Area is primarily designated by the County for industrial land uses.

The southern boundary of the Plan Area is at East Hatch Road, with the area southeast falling within the City of Ceres and designated for commercial uses. The area to the southwest of SR 99, south of Hatch Road, contains low-density residential and commercial land uses.

The unincorporated land east of the Plan Area includes Low-Density Residential, with smaller pockets of commercial, medium-density, medium/high-density residential and urban transition land uses.

Figure 3: General Plan Land Use Designations



Zoning Districts

A jurisdiction's zoning ordinance consists of a set of regulations and guidelines that govern the use and development of land and properties within its boundaries. While a general plan serves as an overarching policy document, zoning ordinances provide the legal framework and specific regulations for day-to-day land use and development decisions. The Stanislaus Zoning Ordinance states the permitted, conditionally permitted, and prohibited uses within each zoning district. **Figure 4** illustrates the existing County zoning districts in and around the Plan Area. Within the Plan Area, the west and northwest portion of the Plan Area is zoned for Industrial (M) use. Most of the land immediately east and west of South 9th Street is zoned for General Commercial (C-2), although the overall development can be characterized as more intensively industrial than commercial.

Single Family Residential (R-1), Medium Density Residential (R-2), and Multiple Family Residential (R-3) zoning districts are located east of the Plan Area. The area immediately west of the Plan Area is zoned for Industrial (M).

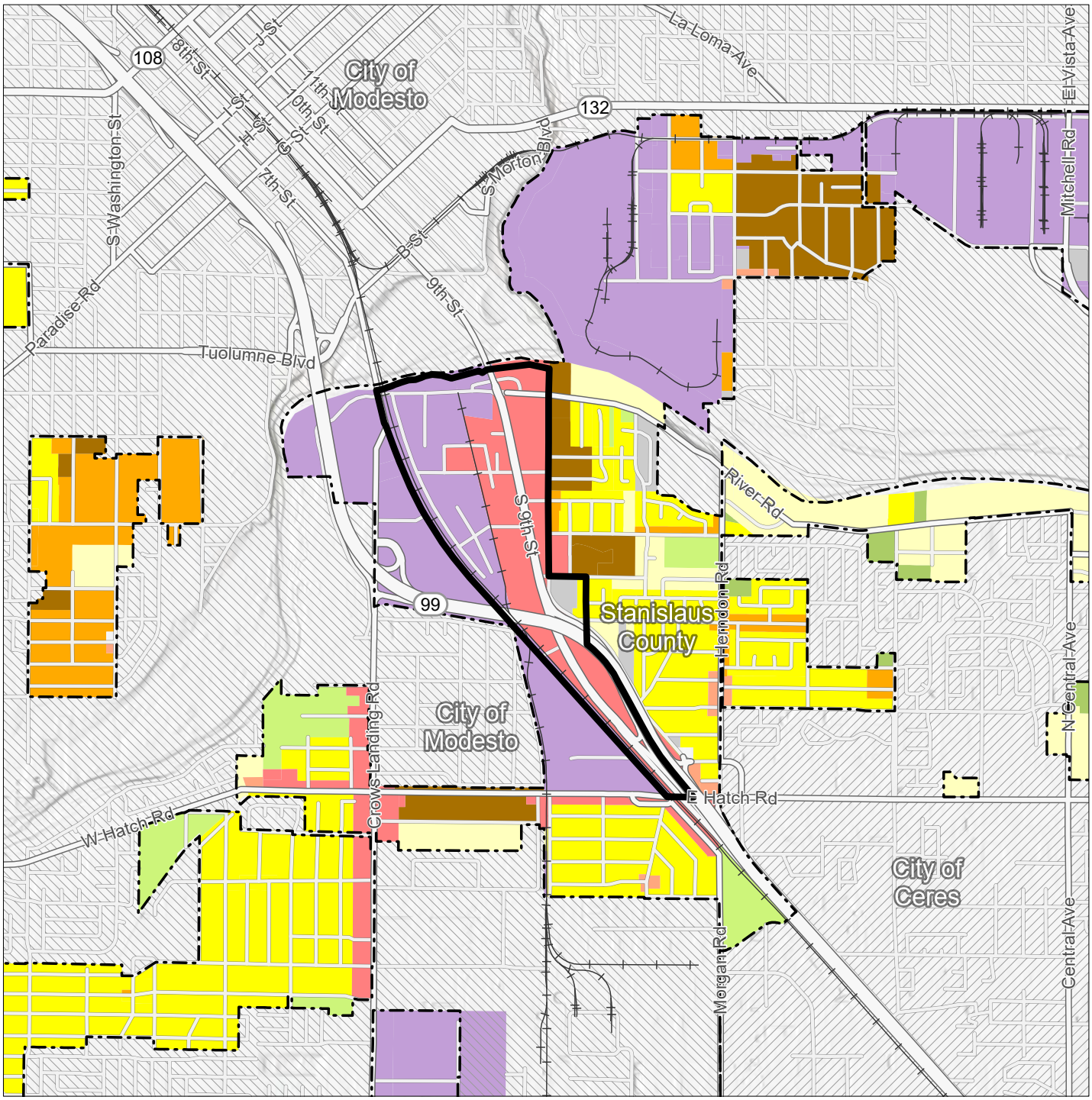
Zoning Ordinance Requirements

All new buildings in the General Commercial (C-2) and Industrial (M) zoning districts are required to be consistent with the Zoning Ordinance development standards for setbacks, landscaping, height, parking, and other requirements. Throughout the Plan Area there are many legal nonconforming uses that do not meet current zoning requirements, such as wrecking yards that are reflective of the time frame in which the corridor has developed.

The C-2 zoning district allows for public facilities, churches, daycare, community centers, wholesale and retail stores, and other commercial uses as permitted uses. Single-family dwellings or one apartment is permitted as an accessory to permitted commercial use. A permit is also required for uses related to certain types of manufacturing, assembly of mechanical equipment, compounding and packaging of pharmaceuticals, retail or wholesale retail stores with gross building and sales area of 65,000 square feet or greater, commercial cannabis retail or testing activities, and drilling of natural materials. A maximum building height of 35 feet is allowed in the zoning districts.

The M zoning district permits all retail and wholesale establishments, warehouses, service establishments, public and quasi-public buildings; junkyards, wrecking yards, and auto dismantling yards; and all uses permitted in the commercial zoning districts, except dwelling units of any kind unless it is accessory to a permitted commercial or industrial use. Use permits are required for uses including distillation activities, manufacturing of acid or explosives, stockyards, or slaughterhouses, refining of petroleum products, drilling activities, all retail stores and wholesale retail stores with a gross building and/or sales area of 65,000 square feet or greater, emergency shelters, and cannabis-related activities. A maximum building height of 75 feet is allowed in the zoning district; however, there is no height limit for fireproof structures (excluding advertising structures) not used for human occupancy.

Figure 4: Zoning Districts



Source: City of Modesto, 2023; Stanislaus County, 2023.

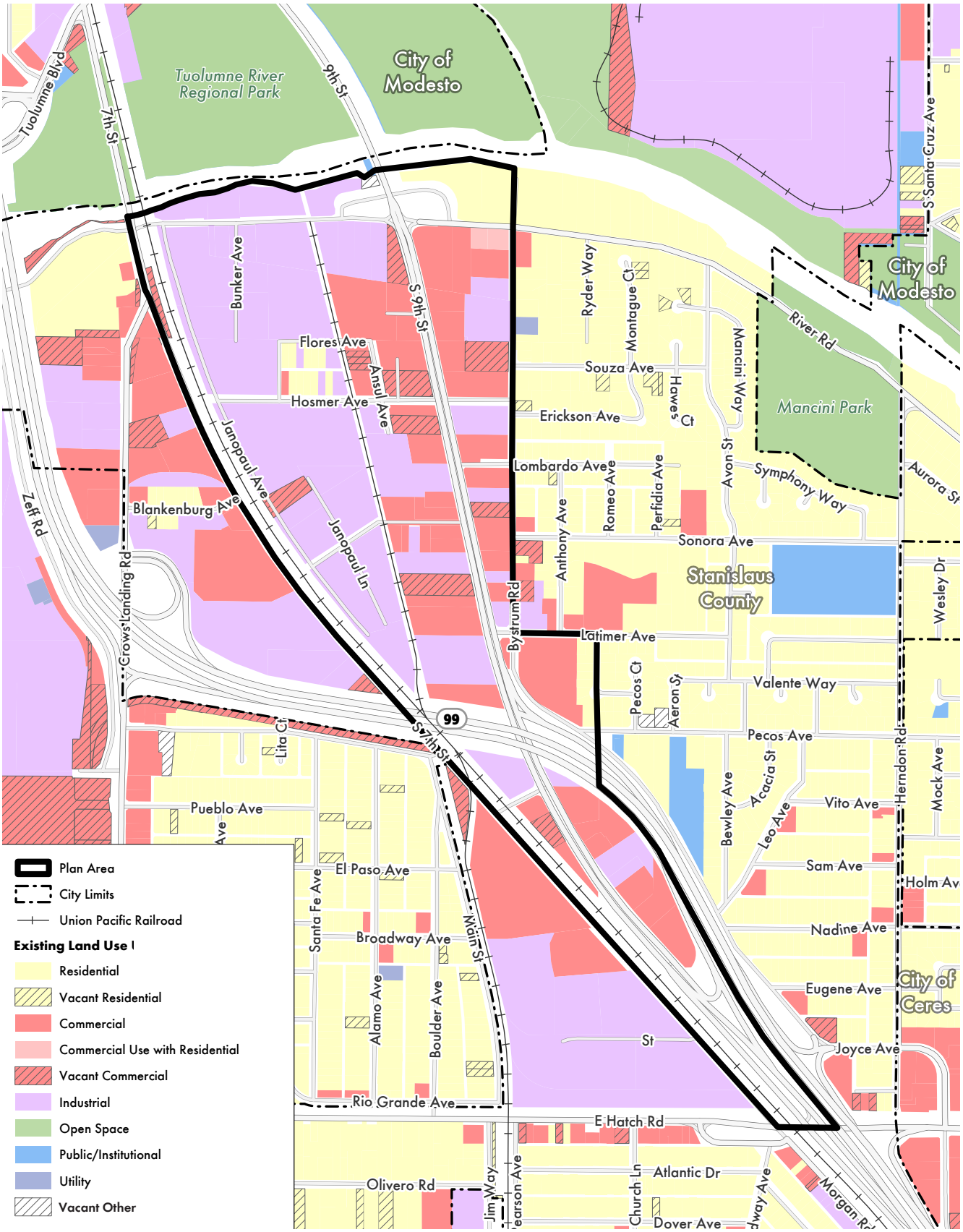
Existing Land Use

Figure 5 illustrates the existing land uses found within the Plan Area and the land uses immediately adjacent to the Plan Area. The Plan Area is dominated by a mix of industrial and commercial land uses, including manufacturing uses, food processing, California Redemption Value (CRV) recycling centers, auto wrecking yards, truck driving schools, and warehouses. Uses such as retail stores, hotels, motels, lodges, auto-repair shops, car dealerships, tractor-trailer driving schools, sales offices, and commercial vacant land are distributed along South 9th Street. Generally, the presence of industrialized uses and development increase in intensity along Bystrum Road on the east side of the Plan Area, and along the Union Pacific Railroad tracks on the west side. Very few residential uses are present within the Plan Area. Primarily, residential land uses within the Plan Area consist of single-family residences and mobile home parks located along Flores Avenue and Hosmer Avenue west of South 9th Street, and River Road east of South 9th Street. As discussed in the General Plan Land Use section, the area southeast of the Bystrum Road/Latimer Avenue intersection is proposed to be rezoned to medium-to-high residential use by the County's 6th Cycle Housing Element Update which would create potential for additional residential land uses to develop.

The area immediately west of the Plan Area, north of State Route 99 and between 7th Street and Crows Landing Road, contains a mix of industrial, commercial, residential, and some vacant commercial. The area to the west, south of State Route 99 and west of 7th Street, contains a mix of commercial, industrial, and residential uses. The areas east of the Plan Area contains residential uses (e.g., the Bystrum Neighborhood) with a few commercial uses.

Figure 5 also shows properties within the Plan Area that are underutilized or vacant. Many of the underutilized lots are currently used for vehicle storage and parking. These underutilized lots can be potential opportunity sites for new development.

Figure 5: Existing Land Uses



Source: City of Modesto, 2023; Stanislaus County Assessor's Data, 2023; PlaceWorks, 2024.

Key Destinations

Prevalent land uses within the South 9th Street Corridor Planning Area are auto-oriented industrial services, and warehouses. Notably, this planning area lacks commercial shopping centers, schools, libraries, parks, or major transit facilities within the immediate vicinity.

Within a Half Mile...

Several important business and service destinations are located within a half-mile radius of the Plan Area, as illustrated in **Figure 6**. Most people can walk a half mile in ten minutes, so if frequently used by planners to check proximity to key destinations. Most notably within a half-mile, the Ceres Plaza Shopping Center, an auto-oriented retail hub, can be found just southeast of the Planning Area, near the intersection of East Hatch Road and SR 99. This shopping center features major retail and grocery stores such as Grocery Outlet, Cost Less Foods, The Home Depot, 99 Cent Stores, DD's Discounts, Big 5 Sporting Goods, and O'Reilly Auto Parts, and restaurants.

Two significant parks are located within the half-mile radius of the Plan Area. Mancini Park, managed by the City of Modesto, is on River Road just east of the Plan Area. The Tuolumne River Regional Park (TRRP), located north, northeast, and northwest of the Plan Area, across the Tuolumne River, encompasses 500 acres of parkland following the Tuolumne River and is the largest urban park in Stanislaus County. The TRRP area north of South 9th Street is planned to be a new Gateway Park developed through a joint powers agreement with the City of Modesto, Stanislaus County, and City of Ceres. The City of Ceres will be withdrawing from the JPA effective June 30, 2025.

Tuolumne Elementary School and Shackelford Elementary School, both part of the Modesto City School District, are also situated within this half-mile radius.

Within a Mile...

Within a one-mile radius of the Plan Area, the primary destination is Downtown Modesto to the north, an urban center offering an array of key attractions, including the restaurants, offices, art galleries, movie theaters, retail stores, and other businesses. Downtown Modesto also provides convenient access to public transit, with the Modesto Transit Center serving as a central hub connecting the bus and transit system.

Beyond a Mile...

Beyond the one-mile radius of the Plan Area, there are several other noteworthy destinations. Civic centers for the City of Modesto and Stanislaus County, as well as the Stanislaus County Courthouse and the Stanislaus County Library are situated within Downtown Modesto. Modesto Junior College, also located to the north, serves as the nearest higher education facility to the Plan Area.

Downtown Ceres, situated southeast of the planning area, features a diverse mix of neighborhood and regional commercial spaces, along with grocery stores offering fresh food and corner stores. Downtown Ceres also includes a Community Center and a branch of the Stanislaus County Library.

Figure 6: Key Destinations

Source: City of Modesto, 2023; Stanislaus County Assessor's Data, 2023; PlaceWorks, 2024.

Existing Roadway Network

South 9th Street includes four wide travel lanes with a central median and narrow walking areas on either side, as shown in the illustrative cross-section in **Figure 7**.

Figure 8 displays the roadway network in the Plan Area. Most roadways within the Plan Area have two lanes with South 9th Street being the exception. Most intersections along South 9th Street are side-street stop controlled, except for the signalized intersections of Latimer Avenue/South 9th Street and Pecos Avenue/South 9th Street. To the east of the Plan Area, River Road, Souza Avenue, Sonora Avenue, and Lombardo Avenue provide connections to neighborhoods on the east side of Bystrum Road. An overview of the existing right-of-way conditions, which highlight issues within the pedestrian and bicyclist infrastructure within the Plan Area, is provided in **Appendix B**.

Traffic Mix & Volumes

South 9th Street sees a mix of passenger vehicles, light-duty trucks, vans, trucks with trailers, and semi-trucks totalling over ***18,500 vehicles daily***. In the AM peak hour (7:30 - 8:30 am), over 1,300 vehicles travel along the corridor, and in the PM peak hour (4:30 - 5:30 pm), over 1,600 vehicles travel along the corridor.

Along with heavy peak commuter traffic, South 9th Street serves as a major truck route, with over 7% of daily vehicle traffic being heavy-duty.

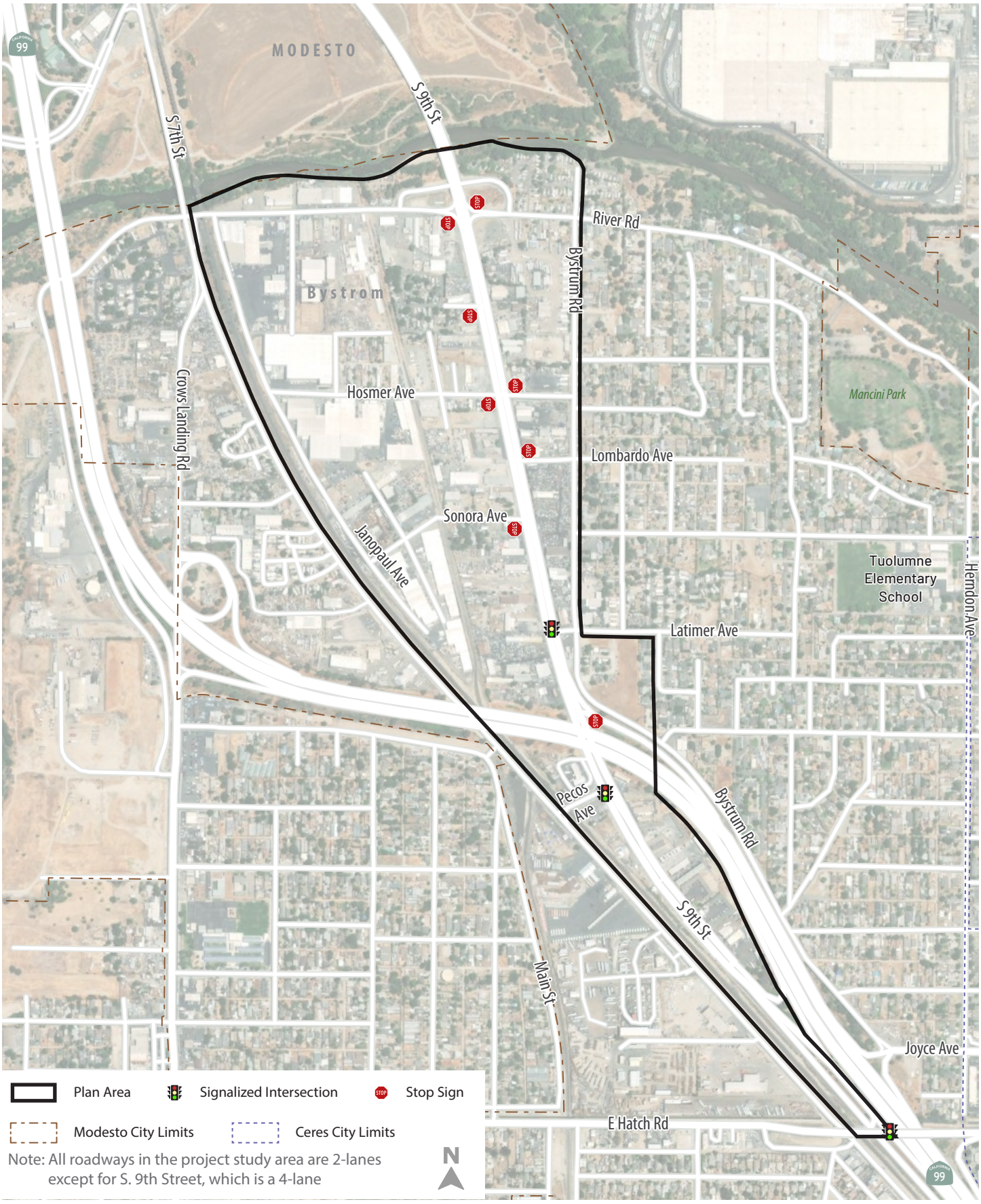
This diverse mix of vehicles, pedestrians, and bicyclists can create conflicts between roadway users as they compete for space both on the road and along pedestrian pathways and driveways. Between 2017 and 2022, the corridor has experienced over 90 collisions. The factors that contribute to these collisions vary but can generally be attributed to the existing roadway design, signals, and the diverse composition of roadway users. In depth collision data analysis is provided in **Appendix B**.

Railroad Network

Union Pacific Railroad tracks are located on the western edge of the Plan Area and run parallel to South 7th Street. The Altamont Corridor Express extension from Lathrop to Ceres will build a second track along this section of rail (discussed in more detail on page 28). A non-operational segment of the Union Pacific Railroad is also present in the industrial area between South 9th Street and Janopaul Avenue.

Figure 7: Cross-section representing existing South 9th Street right-of-way, between River Road and Latimer Avenue

Figure 8: Roadway Network



Existing Walking & Biking Facilities

Figure 9 displays the pedestrian and bicycle facilities located in the Plan Area. Observations along the corridor indicated that walking and biking are relatively common. Pedestrians were observed frequently crossing mid-block and at unmarked locations.

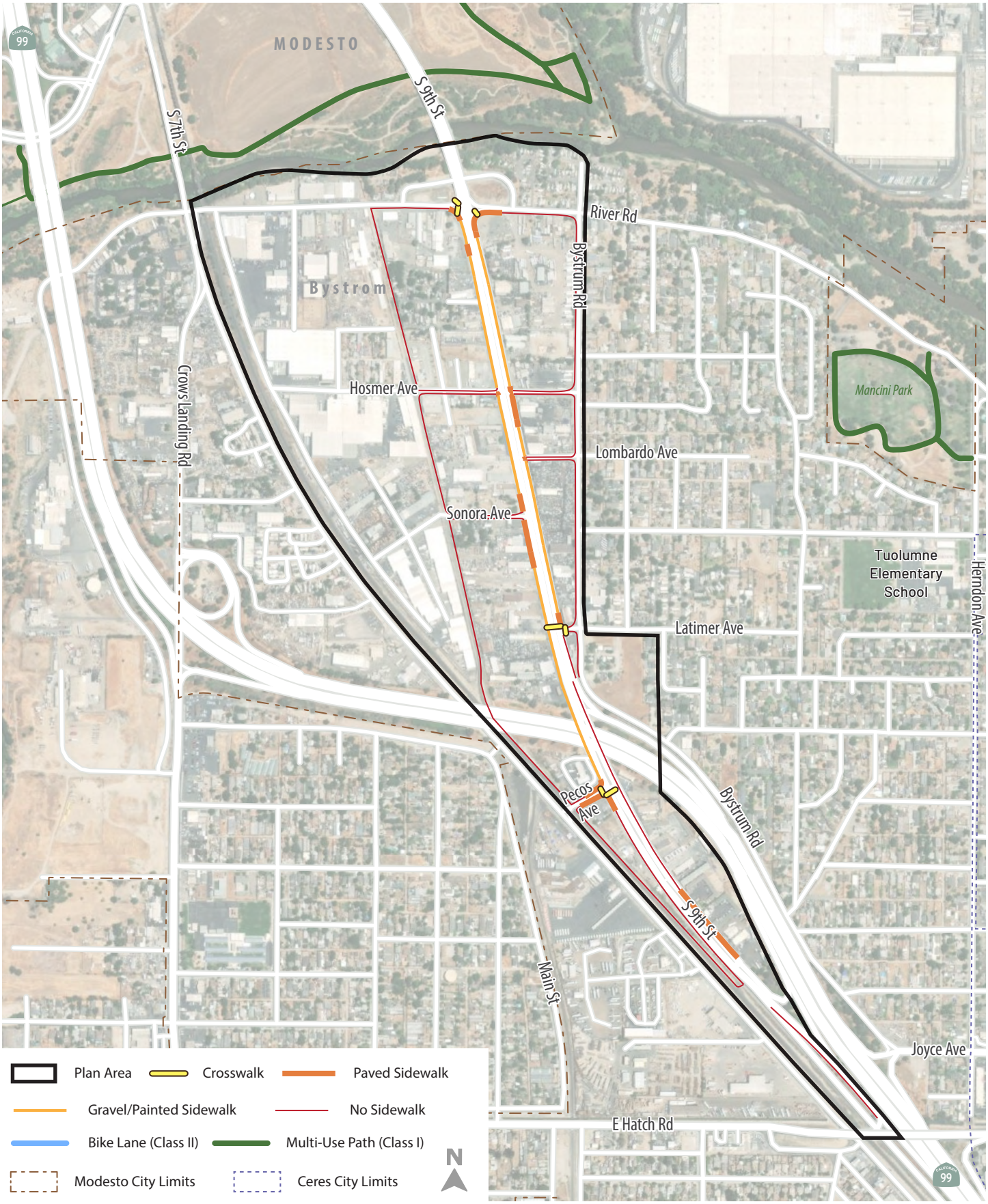
Painted white lines along much of the corridor serve as a delineation between the County's Right-of-Way and private property, and define the path of travel for pedestrians. These areas differ in quality from gravel to evenly paved concrete areas, and most areas designated for walking have uneven pavement. Several segments of the walking network are blocked by parked vehicles, causing pedestrians to go into the roadway to pass. With a few exceptions, the corridor is not compatible with Americans with Disabilities Act (ADA) Standards for Accessible Design due to pavement unevenness, narrow clearance widths, lack of curb ramps, and other hindrances to a clear path of travel.

The Plan Area lacks a tree canopy. Street trees can lower temperatures, calm traffic, reduce particulate matter, and create aesthetic beauty, all of which contribute to a comfortable environment for walking and biking.

Most of the intersections in the Plan Area lack crossing facilities.

There are currently no bike facility options within the Plan Area. Directly north of the South 9th Street bridge is the Tuolumne River Bike Trail, within the Tuolumne River Regional Park, which accommodates both bicyclists and pedestrians. The nearest bike facilities can be found along East Hatch Road southeast of the Plan Area in Ceres.

Figure 9: Bicycle and Pedestrian Facilities



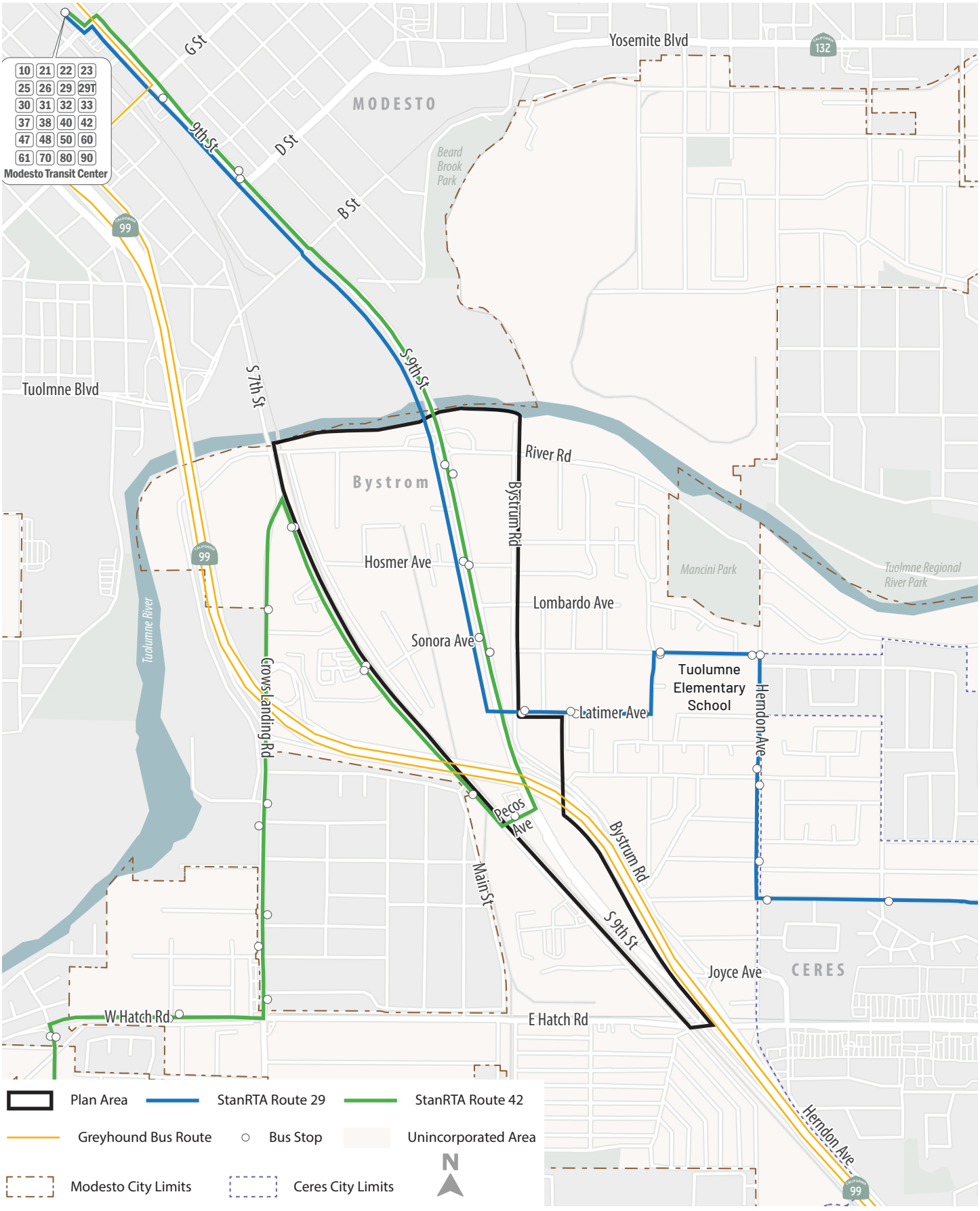
Existing Transit Facilities & Service

Figure 10 displays the transit service and facilities located in the Plan Area. The Stanislaus Regional Transit Authority (StanRTA) provides bus service including nine bus stops throughout the Plan Area. Bus stops for Routes 29, 29T, and 42 are located along South 9th Street and South 7th Street. These bus routes provide interregional service between downtown Modesto and Ceres. StanRTA staff report medium to high regular ridership along the corridor in 2024.

Most bus stops in the Plan Area do not have bus shelters, except the bus stop located at South 9th Street and River Road.

Regional connectivity provided by Amtrak, Greyhound, and StanRTA services requires transferring from stops within the Plan Area to the Downtown Modesto transit hub.

Figure 10: Transit Facilities



Recent & Anticipated Work in the Plan Area

There are a variety of upcoming capital improvement projects that were considered during the South 9th Street planning process. These include new passenger rail service, upcoming pavement rehabilitation, and upgrades to the nearby 7th Street Bridge.

Altamont Corridor Express (ACE) Extension

ACE is participating in a joint program with the Amtrak San Joaquins rail line known as Valley Rail, which includes rail improvement and expansion between cities in the San Joaquin Valley and Sacramento.

The ACE Lathrop to Ceres Extension Project is wrapping up the final engineering design phase, with some construction having started in Lathrop. One of the components of the Valley Rail program is the Modesto Station Area Partnerships, which will implement infrastructure improvements for downtown Modesto and provide transit-oriented development in the vicinity of the Modesto Transit Center, which comes in anticipation of ACE serving Modesto by 2026. The Modesto Transit Center is located on 9th Street, 1.5 miles north of the Plan Area. Given the proximity of the Modesto Station Area, there is potential for the project to provide greater transit access and economic benefit to the Plan Area.

ACE will also construct a station in Ceres two miles southwest of the Plan Area between Railroad Avenue and SR 99 near Kinser Road. ACE has plans to eventually continue service from Ceres to Merced.

Within the Plan Area, ACE is expanding the rail lines to include a second track running parallel to the existing rail line, which will impact the at-grade crossing at Pecos Avenue. At the 7th Street & Pecos Avenue intersection, improved pedestrian crossings are slated for construction.

Expanded ACE Train Service Network
Source: https://www.sjrrc.com/valley-rail/

9th Street Pavement Rehabilitation Project

Prior to the Corridor Plan process, Stanislaus County Department of Public Works began developing a pavement rehabilitation project on the South 9th Street Corridor. The project developed draft plans, however due to funding constraints, the project was put on hold.

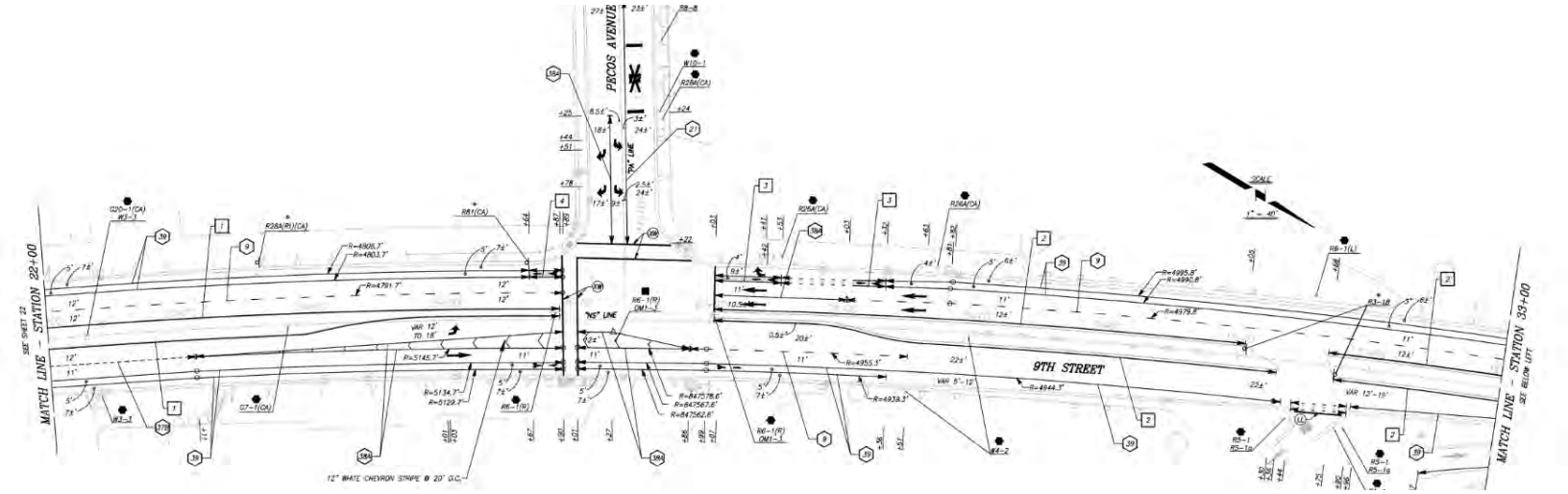
The Pavement Rehabilitation Project area includes the majority of South 9th Street covered in the Plan Area. Along with the pavement rehabilitation, key improvements include:

- Striping with bike lanes
- Construction of ADA compliant curb ramps at intersections
- Installing a material to reinforce the pavement where reflective cracking exists or could potentially occur.

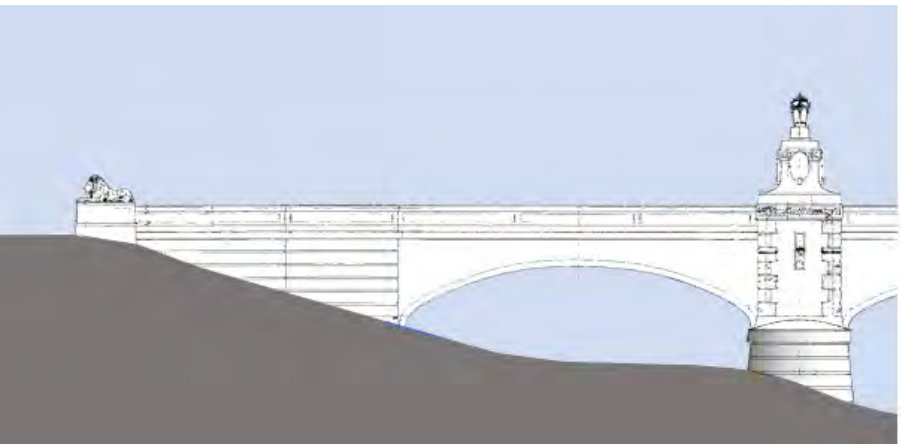
South 7th Street Bridge Re-Construction

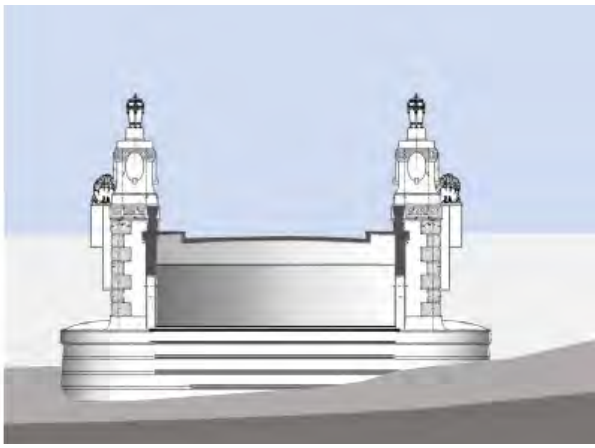
The South 7th Street Bridge is approximately a third of a mile west of the South 9th Street Bridge. South 7th Street is a parallel route into downtown Modesto. However, the South 7th Street Bridge is currently weight restricted to 4 tons and not suitable for truck traffic.

Structural updates will be made to the bridge, with construction expected to occur in 2025 and beyond. This update will allow heavier trucks to access the route, which may have a redistributing effect on truck traffic on South 9th Street.



9th Street Pavement Rehabilitation Project Design





South 7th Street Bridge Re-Construction Design


lan
S 9th St
Eliminate
on street
parking
Farmers
Market
Pathway
Pedestrian
Vehicle
Mobility
on 9th
paul Ave

Chapter 3:

Community Engagement

Community Engagement Overview

The South 9th Street Corridor Plan was developed through a public engagement process that engaged businesses along the corridor, residents living in or near the Plan Area, and other stakeholders with interest in the Corridor Plan. Community input and involvement were crucial to understanding issues and concerns with the Plan Area, identifying ways to improve travelers' experience for all transportation modes using the Plan Area, enhancing the interface between commercial, industrial, and residential land uses, and supporting infill development.

The outreach and engagement process was guided by the following objectives to develop community-driven complete streets and infill solutions for the South 9th Street Corridor:

- **Vision and Purpose** – Create a shared vision with goals and objectives through a community-driven process that responds to the various conditions and needs on South 9th Street.
- **Listen and Learn** – Engage residents and stakeholders in identifying perceptions, aspirations, and needs that reflect the diversity of travel modes, users, and uses on South 9th Street.
- **Information Sharing** – Inform residents and stakeholders about existing safety, connectivity, access, and mobility issues and opportunities for walking, bicycling, transit, and innovative solutions that support users of all ages and abilities. Envision possible land use alternatives and infill opportunities that would transform the corridor.
- **Consensus** – Reach consensus with the community on preferred solutions and consensus with agencies and decision-makers on proposed projects and priorities for implementation. Build excitement for the plan by engaging residents to identify problems and develop design concepts. Target stakeholder and community groups to help ensure ideas and solutions pull from across the spectrum of those who visit, interact with, and rely on South 9th Street.

Community Engagement Strategies

The primary community engagement strategies for the Corridor Plan were centered around community events (workshops, stakeholder meetings, walk audits, and pop-ups), the Project Advisory Group, bilingual flyer distribution with QR codes, social media announcements, a business-focused survey, and online engagement through a project website with a virtual mapping tool. These strategies informed the public about the Corridor Plan while actively engaging community members and stakeholders to provide meaningful input into the planning process.

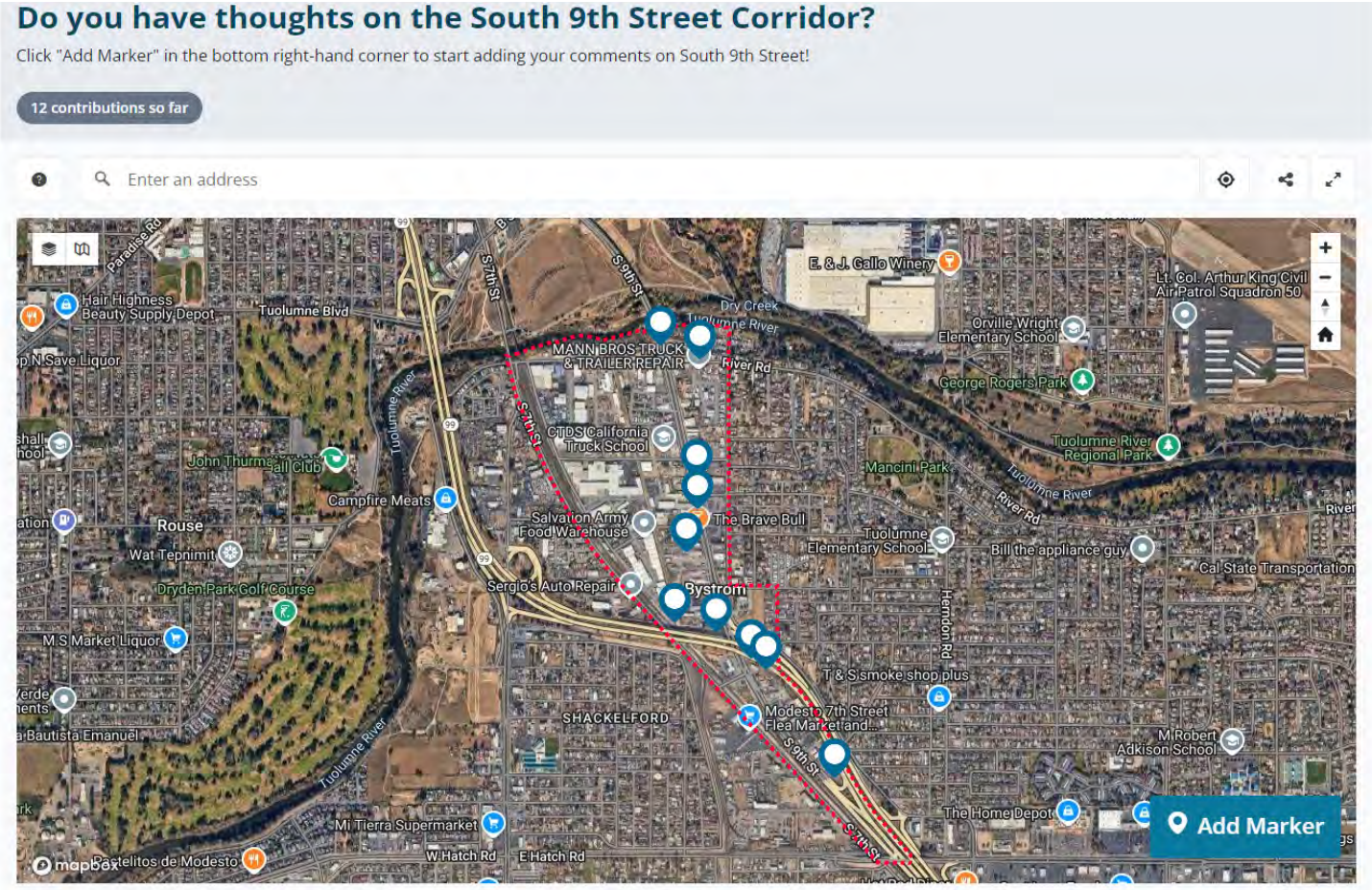
According to the U.S. Census Bureau American Community Survey 5-Year Estimates from 2018-2022, demographics for the Plan Area's corresponding census tract were identified as 76% primarily Hispanic or Latino, so the project team and County made efforts to provide Spanish language translation and interpretation services. All outreach materials were provided in English and Spanish, and either Spanish-speaking staff or interpreters were available at workshops to engage residents who may not be native English speakers.

Project Website

A project website was created and updated throughout the planning process with up-to-date project information, documents, and announcements about recent and upcoming events. An interactive comment map was created as a supplemental input for residents and stakeholders to highlight location-specific challenges and opportunities within the Plan Area. All points were automatically geo-referenced, allowing people to see where individuals had issues or ideas.

Input provided on the website included requests for:

- garbage pickup and general maintenance
- need for another emergency shelter
- better lighting, increased landscaping, and sound walls between businesses on the east side of South 9th Street and the 99 off-ramp
- modern hotels, gas stations, updated storefronts
- a community park
- fixing potholes
- proper curb drainage and stormwater facilities to minimize flooding



Project website

Flyers and Social Media Announcements

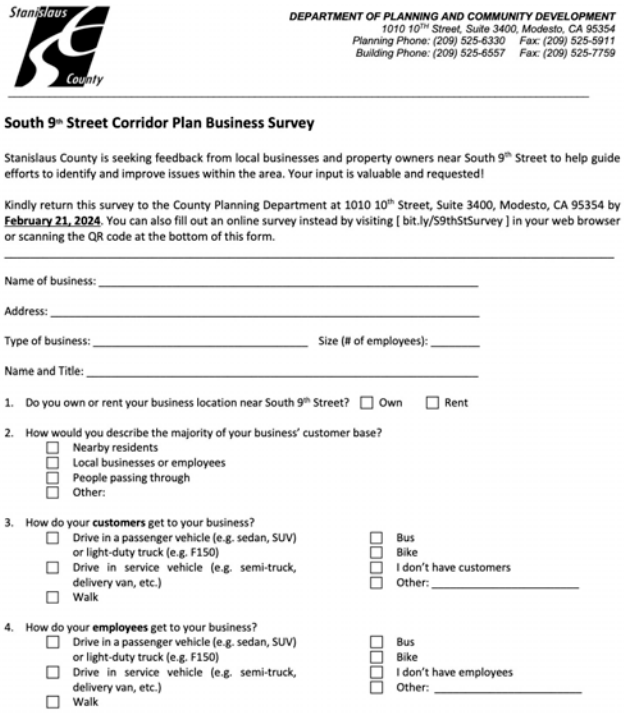
The project included a variety of outreach methods, including printed media, digital media, and an online presence. Outreach materials were created in English and Spanish versions. Flyers were distributed directly to businesses on the corridor, as well as mailed to residences within the Plan Area and surrounding area of influence to the west, from the Tuolumne River, to Pecos Avenue, and from Bystrum Road to Herndon Road. The project team developed social media messages, including posts for Facebook and Instagram, to reach out to interested members of the community. Meeting notices and other communications were distributed via email to notify known stakeholders and partners about upcoming meetings and project updates. Events and workshops were advertised in English and Spanish via the parent portal utilized by Tuolumne Elementary School. The County also posted announcements for workshops in English and Spanish on their electronic billboard, which is visible to traffic on State Route 99 near the Kansas Avenue off-ramp. Media releases were sent to local media outlets which released stories about the project on television stations and in the Modesto Bee.

Business Survey

A survey was created and distributed to businesses from February to May 2024 to identify some of the issues and needs that the project team should focus on to address problems and support businesses within the Plan Area. The survey solicited information about types of infrastructure investments, traffic safety issues, and challenges for pedestrians, bicyclists, or motorists in accessing their businesses. Also asked were questions regarding which types of infrastructure investments, additional business types, and types of housing businesses would like to see in the corridor. While hardcopy surveys were distributed to all properties within the Plan Area, an online version was also made available.

Twenty businesses on the corridor returned the survey, including dealerships, mechanics, wholesalers and retailers, and a motel. Businesses responded that most of their employees and customers used passenger vehicles to get to their business. Few arrived by walking or bicycling. Two-thirds of respondents said they would support new residential projects along South 9th Street. Respondents indicated that traffic safety issues on the corridor included speeding, lack of streetlights and sidewalks, unsafe pedestrian crossings, and conflicts between pedestrians and vehicles.

Survey results and comments can be found in **Appendix D**.



Stanislaus County

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

South 9th Street Corridor Plan Business Survey

Stanislaus County is seeking feedback from local businesses and property owners near South 9th Street to help guide efforts to identify and improve issues within the area. Your input is valuable and requested!

Kindly return this survey to the County Planning Department at 1010 10th Street, Suite 3400, Modesto, CA 95354 by **February 21, 2024**. You can also fill out an online survey instead by visiting [bit.ly/S9thStSurvey] in your web browser or scanning the QR code at the bottom of this form.

Name of business: _____

Address: _____

Type of business: _____ Size (# of employees): _____

Name and Title: _____

1. Do you own or rent your business location near South 9th Street? ☐ Own ☐ Rent
2. How would you describe the majority of your business' customer base?
   - ☐ Nearby residents
   - ☐ Local businesses or employees
   - ☐ People passing through
   - ☐ Other:
3. How do your **customers** get to your business?
   - ☐ Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)
   - ☐ Drive in service vehicle (e.g. semi-truck, delivery van, etc.)
   - ☐ Walk
   - ☐ Bus
   - ☐ Bike
   - ☐ I don't have customers
   - ☐ Other: _____
4. How do your **employees** get to your business?
   - ☐ Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)
   - ☐ Drive in service vehicle (e.g. semi-truck, delivery van, etc.)
   - ☐ Walk
   - ☐ Bus
   - ☐ Bike
   - ☐ I don't have employees
   - ☐ Other: _____

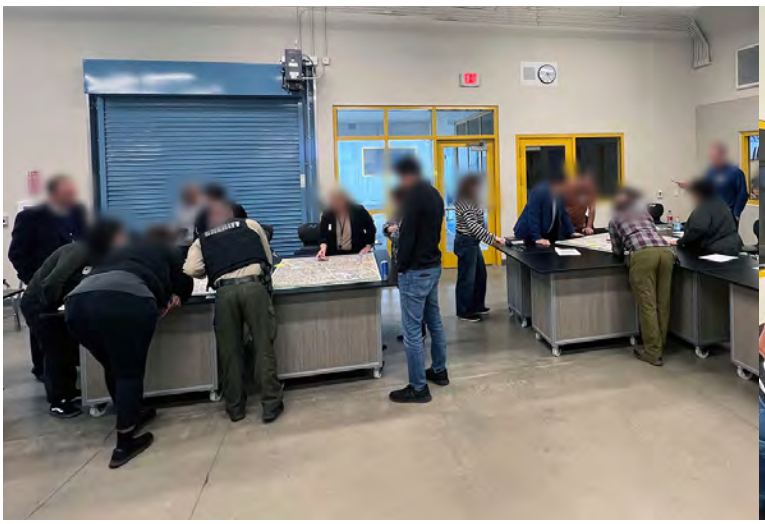
Business Survey

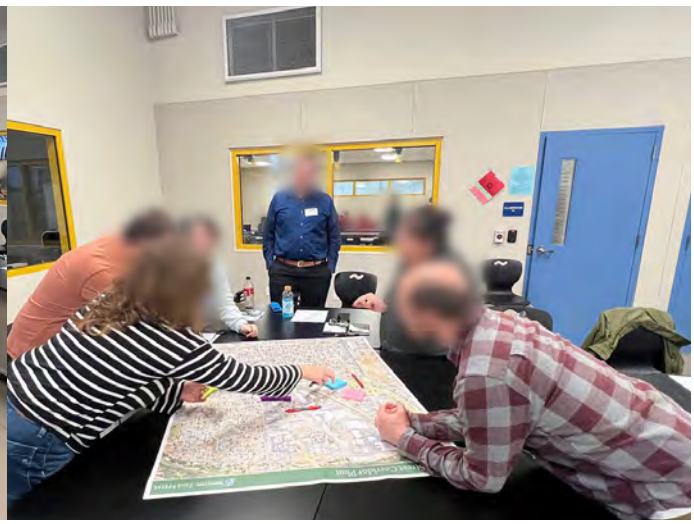
Project Advisory Group

The Project Advisory Group (PAG) was a key component of the community engagement process. The project team assembled a Project Advisory Group (PAG) as the lead group of residents and stakeholders to guide the team on the best ways to engage the public and discuss the plan concepts. The PAG consisted of members who represented corridor businesses and business interests, nearby schools, County departments, and City departments from Modesto and Ceres. Participating organizations included:

- City of Ceres Community Development Department
- City of Modesto Community and Economic Development
- Modesto City Schools
- Opportunity Stanislaus
- Universal Services Recycling
- VBC Bottling Co.
- Residents
- South Modesto Municipal Advisory Council
- Tuolumne Elementary School
- Stanislaus Council of Governments (StanCOG)
- Stanislaus Regional Transportation Authority
- Stanislaus County Board of Supervisors
- Stanislaus County Community Services Agency
- Stanislaus County Planning and Community Development
- Stanislaus County Public Works
- Stanislaus County Sheriff's Office

The PAG met four times during the project to share information, collaborate, and guide community engagement and development of the Corridor plan recommendations and guidelines. During these meetings, they provided additional background information about the study area such as the existing conditions, other plans and projects affecting the study area, issues that the plan should address, and specific locations that the team should focus on studying. The PAG also helped guide the engagement process with input on promotion through schools and other outlets, as well as guidance on event planning and structure to help engage the residents whose native language may not be English, those experiencing homelessness, those using County services, and local businesses along the corridor. Later, the PAG also provided their input and guidance on the development of project recommendations and the corridor plan.





Project Advisory Group Map Activity

Community Design Charrette

In March 2024, the project team conducted a multi-day community design charrette to actively engage community members, businesses, and stakeholders in the South 9th Street Corridor. The purpose of the charrette was to identify preliminary issues and locations to be addressed in the plan and to develop initial infrastructure recommendations. In consultation with the PAG, the project team hosted multiple activities to engage residents and stakeholders, including stakeholder meetings, a community design workshop, walk audit, and pop-up event.

Community Design Charette Flyer

Stakeholder Meetings

Three sessions for focus group-style meetings were held during the charrette to foster candid discussions around topics crucial to helping the team understand current conditions and potential improvements. During these sessions, participants helped identify their main concerns or issues that should be addressed during this process, help understand which bicycle- and pedestrian-friendly modifications for the corridor would be feasible, and issues around truck and transit access. These were also opportunities to discuss infrastructure and additional improvements to support the current corridor experience as well as the changing nature of the corridor.

These meetings were organized into three stakeholder groups with representatives from government agencies; community services and advocacy organizations; and local businesses.

Issues and ideas discussed during these sessions included:

Transportation

- Support transit connections.
- Ease of truck access benefits current businesses.
- Hosmer Avenue intersection is a prime candidate for a signal.
- Provide better multimodal service to the corridor.
- Support a bicycle route to South 9th Street.
- Bystrum Road could include horizontal/ vertical traffic calming solutions.
- Address stormwater management and drainage issues; some locations are still on the old system.

Land Uses

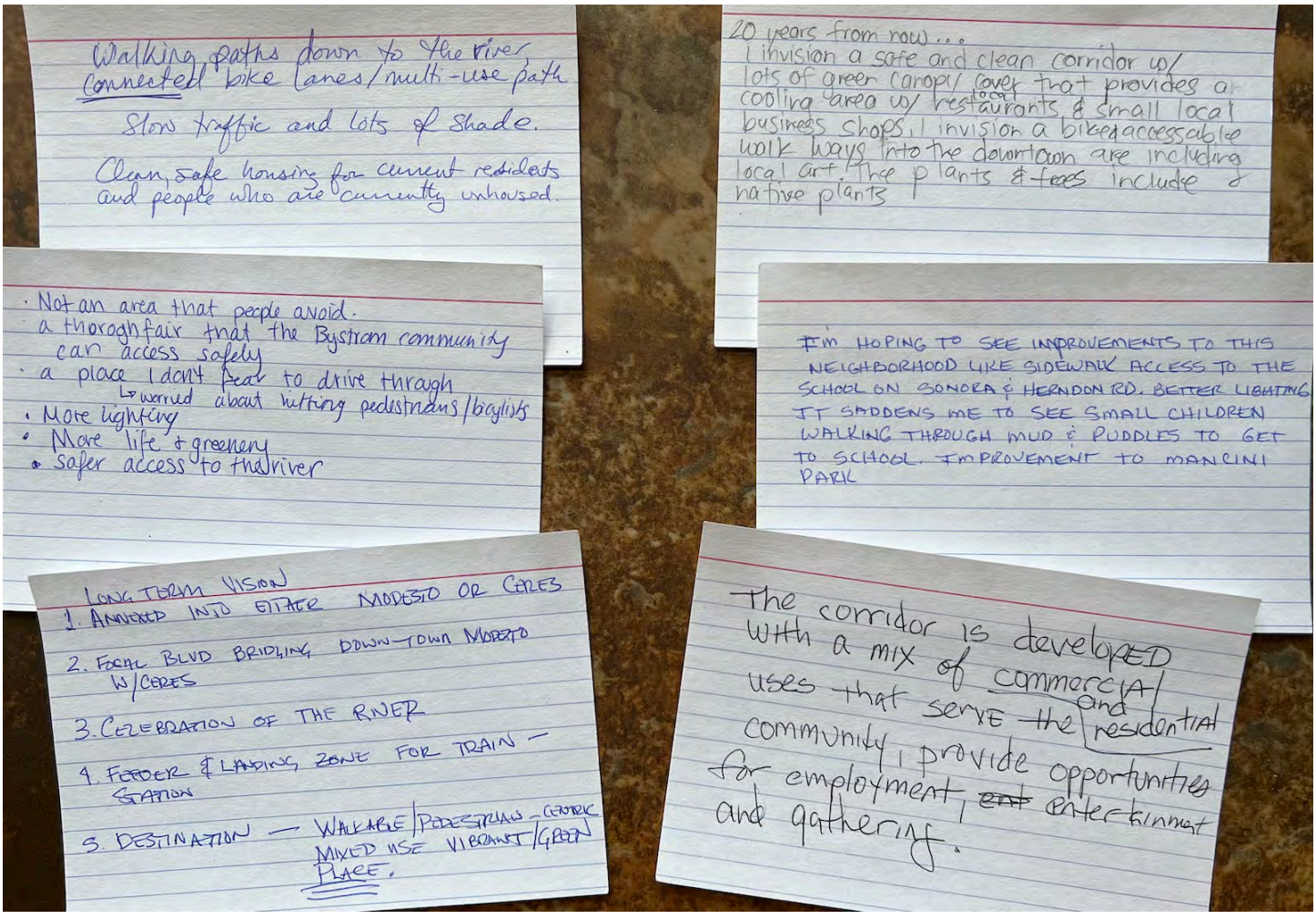
- Need stores with groceries and basic needs (diapers, etc).
- Support for office spaces and cafes.
- Interest in property beautification (landscaping and façade improvements) if there is County assistance.
- Provide affordable housing. Address the needs of low-income residents and the unhoused since low-income housing, support services, and food distribution are provided on the corridor.
- Crime and security issues along the corridor.

Additional details from these meetings are available in Appendix D.

Community Design Workshop

On March 19, 2024, the project team facilitated a workshop at Tuolumne Elementary School to engage community members. The workshop included a visioning exercise and a series of presentations and activities to solicit community opinions. The first presentation highlighted the various tools and strategies for making streets comfortable and safe for pedestrians and bicyclists and improving overall community connectivity. Project team members facilitated a mapping activity, breaking participants into smaller groups around aerial maps and asking them to create vision cards, describing what aspects of the Plan Area that should be protected or avoided, and what new features should be created.

Community Design Workshop Vision Cards



Through vision cards and a mapping activity, participants identified what they wanted to protect, avoid, and create in the Plan Area:

Protect

- Economy and business opportunities for a diversity of businesses
- Vehicle mobility; two travel lanes on 9th Street
- Logistics industry
- Water quality and habitat on the River
- Air quality

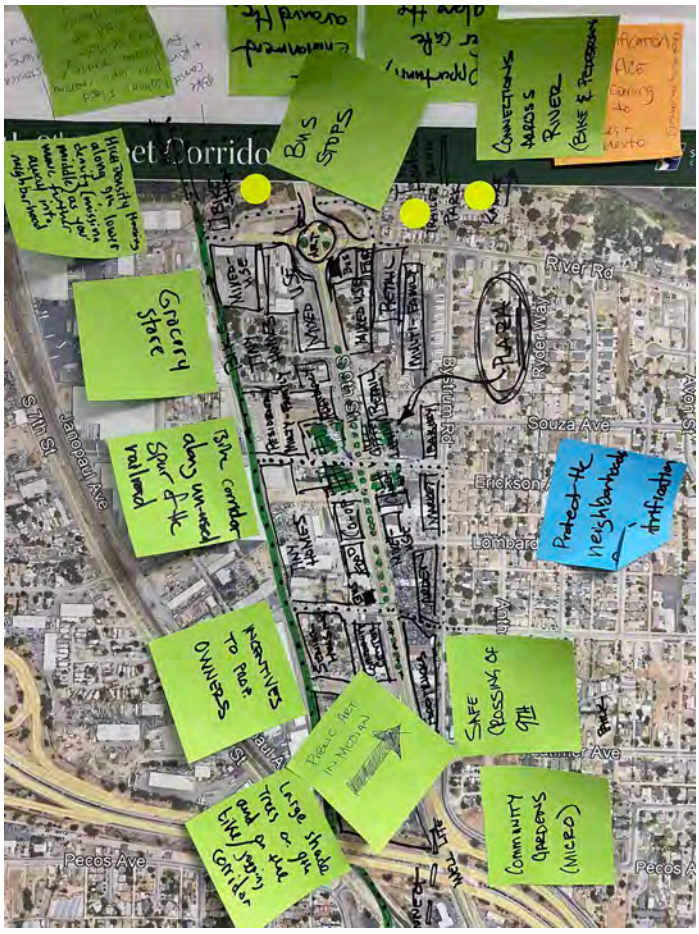
Avoid

- Ugly and dangerous properties
- Heavy semi-trailer traffic
- Crime; Illegal dumping

Create

- High-density housing
- Small businesses and grocery stores
- Incentives for property owners for cleanup/improvements
- Safe crossings for pedestrians
- Slower speeds
- Safe sidewalks and bike paths
- More bus stops
- Shade trees and landscaping
- Public art
- Traffic signal on Hosmer Avenue
- Infrastructure for semi-trucks
- Street lighting: reflectors on the road; sidewalk lighting
- Parks

Protect, Avoid, Create Activity Map



Facilitators presented various tools to create an inviting corridor to workshop participants, including examples of various land uses, building types, and other elements for creating a sense of place and improving safety along the corridor. Participants were asked to identify which areas on the corridor they felt less safe, and what different land use visions they had for the corridor over time. Potential land uses on the corridor supported by the participants included:

- Medium density with mixed-use housing
- Markets with fresh food
- Restaurants/Cafés
- Plazas with multiage activities, water features, seating and shade trees
- Community center with a park
- More street trees

A full summary of comments from all charrette events are available in Appendix D.

Land Use Options Activity Board

Walk Audit

The project team hosted a walk audit on March 20, 2024, providing community members and interested stakeholders an opportunity to tour South 9th Street, from Latimer Avenue to Pecos Avenue, and portions of Bystrum Road, to witness and discuss specific walking and bicycling issues. This provided an opportunity for the group to provide real-time, detailed feedback on some of the constraints in the pedestrian and bicycle environments along the corridor.

Pop-up Event

The team hosted a table at the Salvation Army Day Center on March 20, 2024. This was an opportunity to identify and address concerns for un-housed members of the community who may travel in the Plan Area. Participants wanted to see infrastructure improvements focused on pedestrians and the disabled, beautification and safety improvements, more housing opportunities, support services for the un-housed, and more markets.

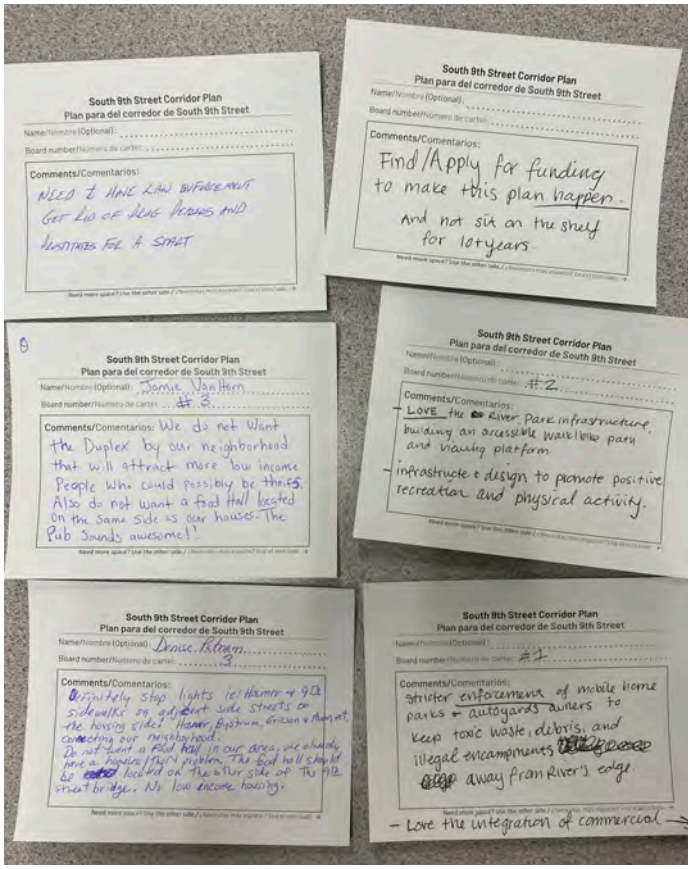
Draft Plan Release and Workshop

The draft plan was made available for public comment on October 11 through November 11, 2024. Copies of the plan were available at the County Planning and Community Development office and on the project website.

Following the release of the draft plan, on October 16, 2024, the project team hosted a community workshop to engage community members around the project recommendations and draft corridor plan to get their feedback. The evening workshop was held at Tuolumne Elementary School. Stations were available to provide the public an opportunity to talk directly with project team members about the proposed land use and transportation recommendations, implementation plan, and project schedule. There was broad support for many of the recommendations in the draft plan among most attendees. This included support for the redesign of the South 9th Street and River Road intersection; a river park north of River Road; new eateries or cafeś; lighting; reducing speed; and adding traffic signals at major intersections, especially at Hosmer Avenue and S 9th Street. However, there were still concerns from some attendees regarding the ability to fund and implement projects.

Some additional ideas for the draft plan included:

- Include sidewalks on side streets near housing.
- Support of a riverside park; need infrastructure and design to promote positive recreation and physical activity.
- Integration of commercial and mixed-use zones.
- Provide opportunities for grocery stores, retail, and affordable housing.
- Work in coordination with the Tuolumne River Regional Park Master Plan Update.
- Provide stronger enforcement from the County to prevent storing/dumping of waste and debris.
- Explore options for relocating the mobile home parks away from the river as they have been subjected to flooding in the past.




EXIT
Land Use Recommendations


ortation Recommendations
Walking

Chapter 4: Recommendations

Land Use Recommendations

This chapter provides the recommendations for land use and transportation improvements throughout the South 9th Street Plan Area. The proposed changes to the Plan Area represent a long-term vision of facility improvements and programmatic investment. These recommendations are guided by the Plan's Guiding Principles, outlined in Chapter 1.

Project Development

Along with the guiding principles, recommendations were identified based on community input, needs identified during evaluation of existing conditions (i.e., collision data, current operations, etc.) projects from previously adopted plans, and feedback from jurisdiction staff.

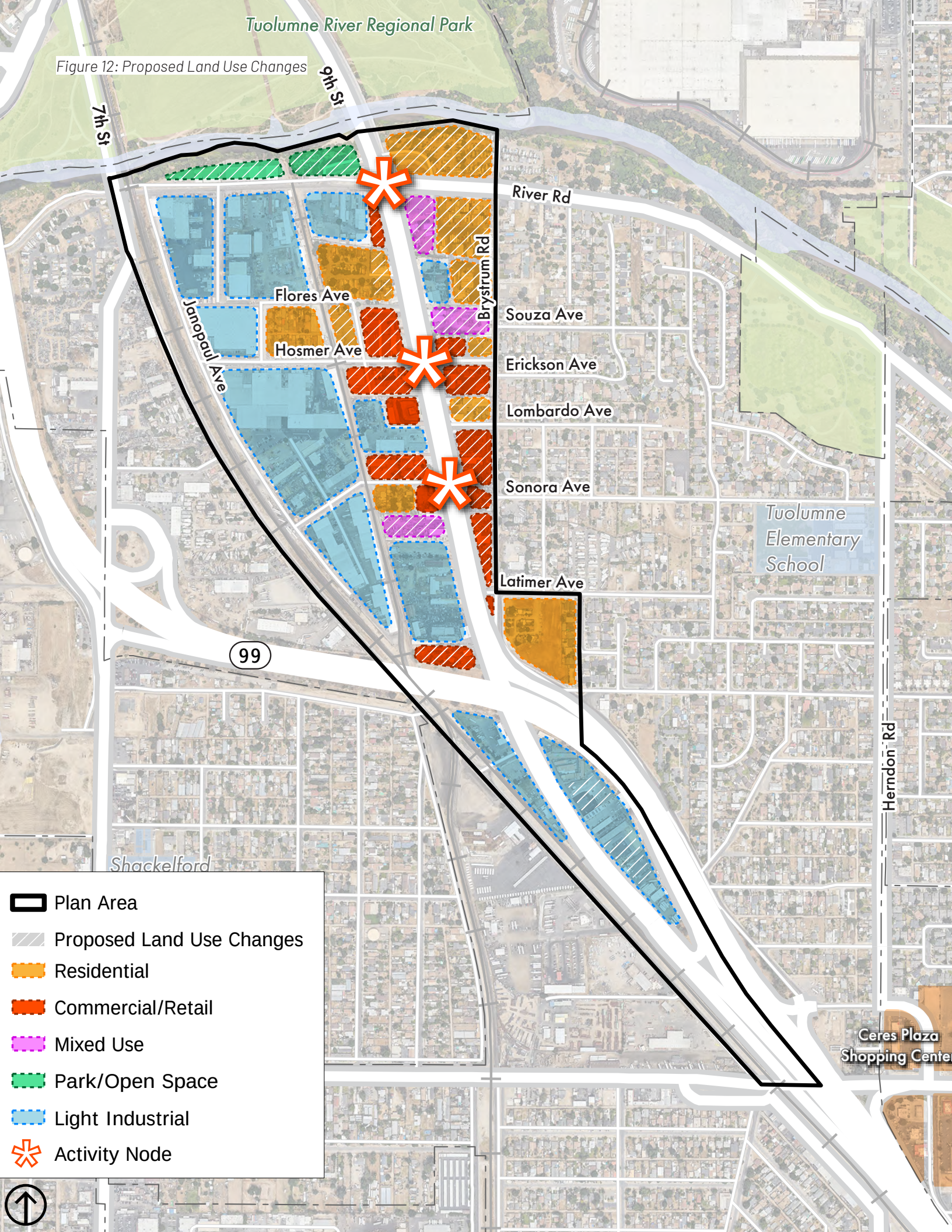
Land Use Recommendations

Recommended revisions to the existing land uses within the study area are reflected in **Figure 12**. These land use recommendations present opportunities to more effectively encourage development activity in the Plan Area:

- Transition existing properties along South 9th Street north of SR 99 from industrial to commercial, mixed-use, and residential uses.
- Create new activity nodes with commercial/ retail destinations at River Road, Hosmer Avenue, and Sonora Avenue.
- Allow housing opportunities to develop between South 9th Street and Bystrum Road, including a mix of housing opportunities and densities, to create a smoother transition in character from commercial development along South 9th Street to single-family residential east of Bystrum Road.
- Maintain existing residential areas on both sides of South 9th Street.
- Emphasize existing and new light industrial west of South 9th Street and south of SR 99.
- Consider adding a new community park north of River Road.

Design Guidelines, provided in **Appendix E**, will guide new private development, including additions to existing buildings, to help community revitalization efforts in the form of physical and aesthetic improvements. The purpose of these guidelines is to guide text amendments to the Stanislaus County Zoning Ordinance and inform development standards for development subject to rezoning to Planned Development or Planned Industrial land use designations

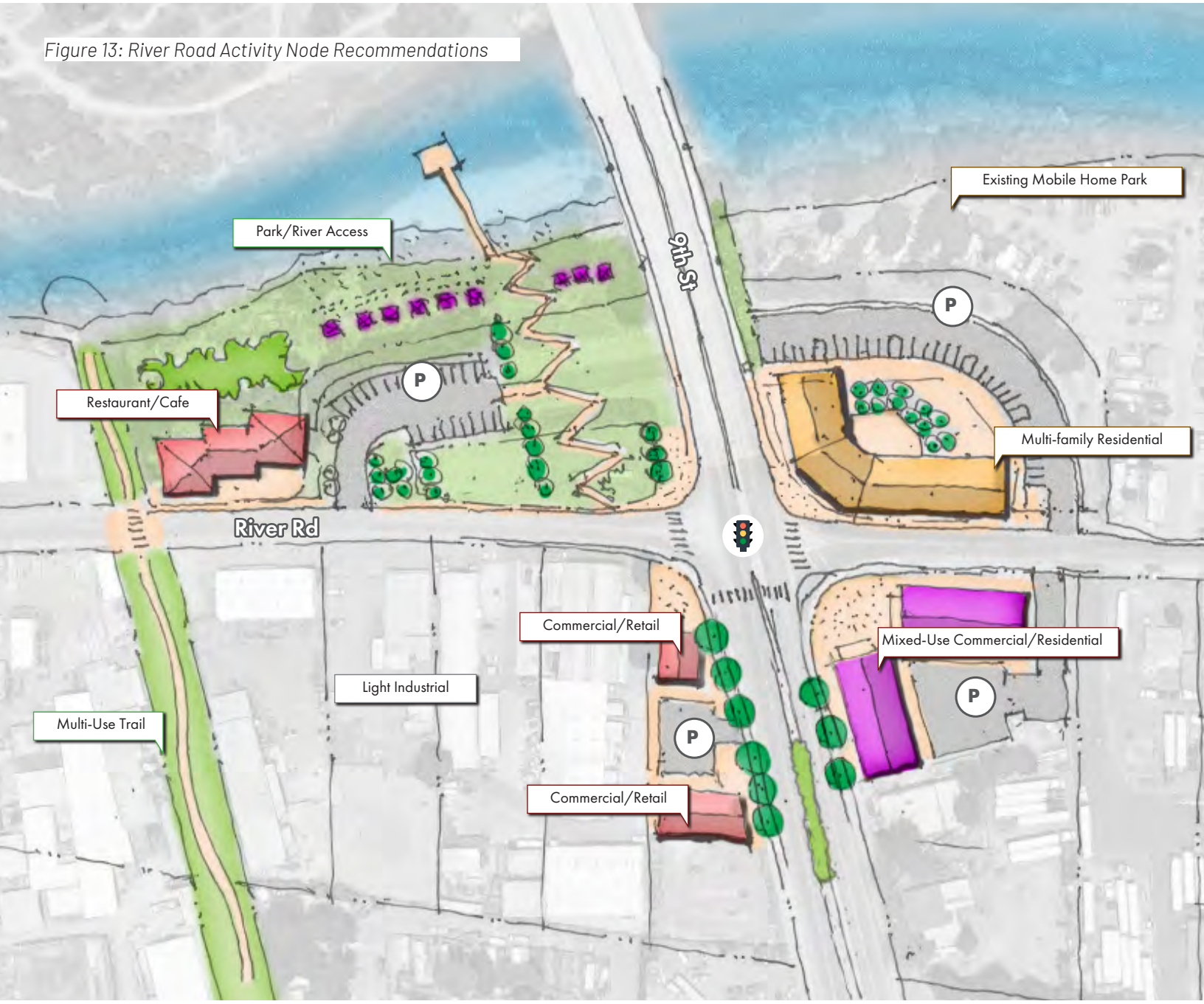
The following pages depict conceptual retail activity nodes for the River Road, Hosmer Avenue, and Sonora Avenue intersections. Recommendations in the Transportation Recommendations section beginning on page 50 are directly linked to the concepts reflected in the nodes.


Tuolumne River Regional Park
Figure 12: Proposed Land Use Changes
7th St
9th St
River Rd
Brystrum Rd
Flores Ave
Souza Ave
Janopaul Ave
Hosmer Ave
Erickson Ave
Lombardo Ave
Sonora Ave
Tuolumne Elementary School
Latimer Ave
99
Herndon Rd
Shackelford
Ceres Plaza Shopping Center
Plan Area
Proposed Land Use Changes
Residential
Commercial/Retail
Mixed Use
Park/Open Space
Light Industrial
Activity Node

River Road Activity Node

- A traffic signal at the River Road and South 9th Street intersection would allow the removal of the bridge underpass road. Existing underpass right of way could then be converted into parking.
- North of River Road, a new multi-family development and community park could be constructed with the space remaining from removal of the bridge underpass road.
- South of River Road, commercial/ retail and mixed use destinations could be considered.
- Potential new multi-use trail using the decommissioned rail spur to connect to the park.

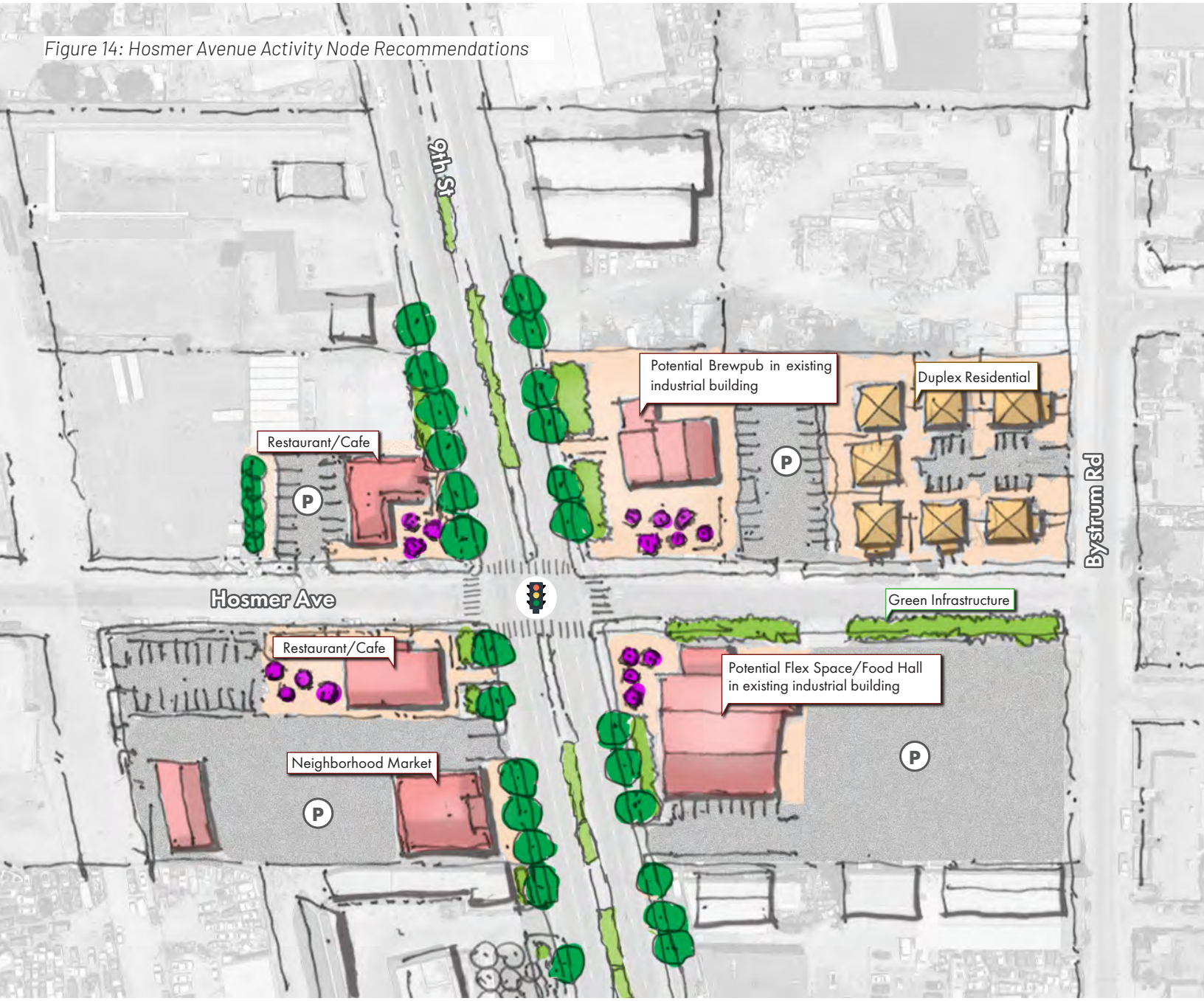
Figure 13: River Road Activity Node Recommendations



Hosmer Avenue Activity Node

- At the Hosmer Avenue and South 9th Street intersection, encourage development of new commercial/retail destinations. A new signal and crosswalks would enhance connectivity between these businesses.
- On the east side of South 9th Street, adapt and reuse industrial buildings into commercial uses.
- Along Bystrum Road, construct new medium density residential.
- Integrate green infrastructure on private areas and along public streets.
- Move surface parking lots behind buildings on South 9th Street.

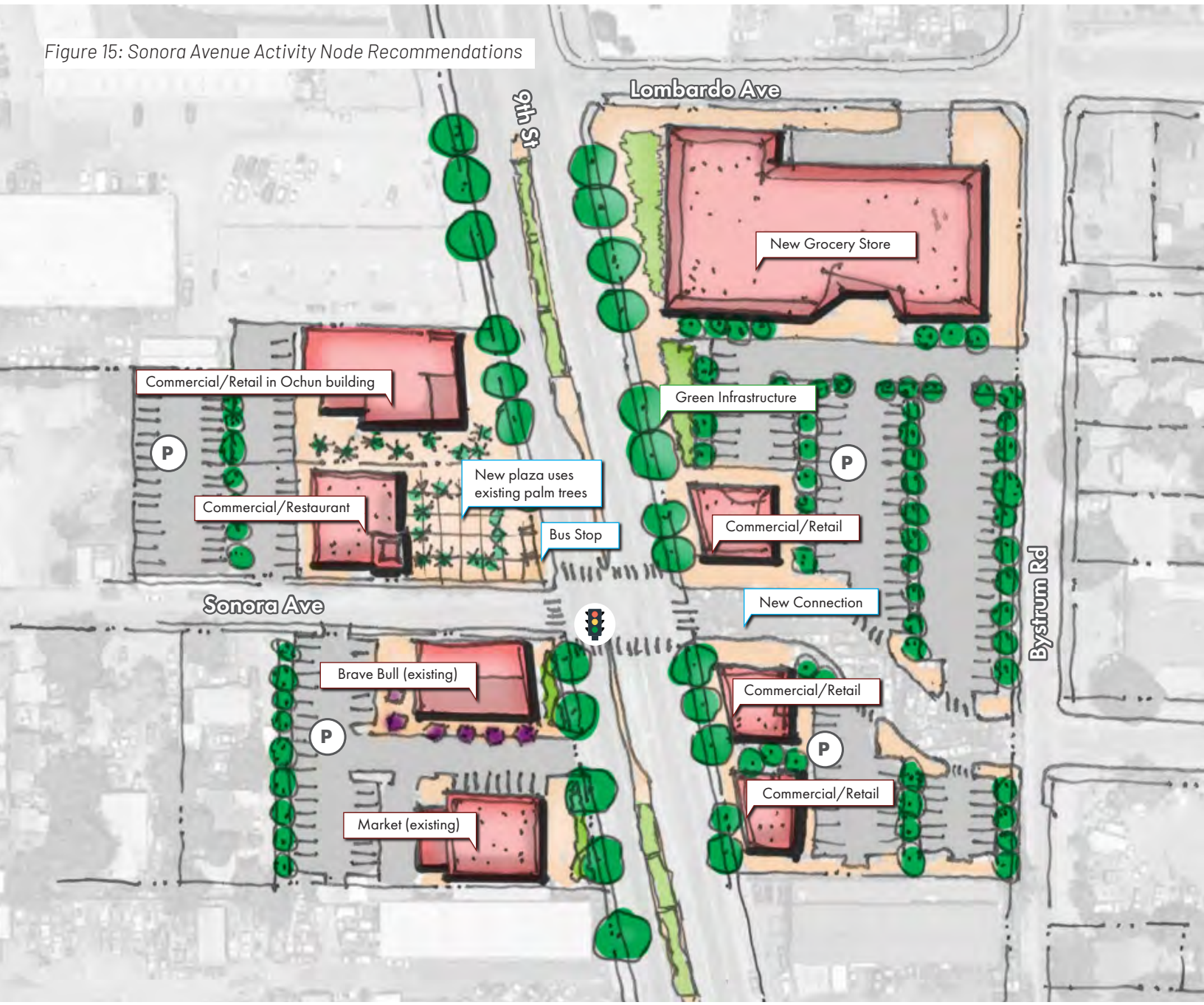
Figure 14: Hosmer Avenue Activity Node Recommendations



Sonora Avenue Activity Node

- A new east-west roadway connection at Sonora Avenue between South 9th Street and Bystrum Road would encourage further connections between commercial areas of South 9th Street and the residential areas east of Bystrum Road. Consider a signal at this intersection.
- Activate intersection with grocery store and neighborhood commercial/retail uses on the existing industrial property on the east side of South 9th Street. Add more retail in existing landmark Ochun building.
- Provide public plazas and outdoor dining. Integrate bus stop with shelter with plaza.

Figure 15: Sonora Avenue Activity Node Recommendations



Land Use Actions

Based on these recommended land use changes and activity node concepts, the following actions are suggested:

LU-1

Increase code compliance.

Ensure that property owners and tenants understand Zoning Ordinance requirements for their property, and adhere to standards for maintenance and use of the property through efforts by both the Stanislaus County Department of Planning and Community Development and Code Enforcement Division of the Department of Environmental Resources.

LU-2

Adopt Design Standards for new development, change of use, and major renovations.

Codifying design guidelines as described in Appendix E will ensure that new development, changes of use, and major renovations in the Plan Area improve the attractiveness, uniformity, safety, and economic vitality of the corridor.

LU-3

Provide incentives for rehabilitation.

Continuation of One-Stop-Shop Permits to aid in and encourage investment. Assessment Districts, grants, or other mechanisms can be explored to improve infrastructure and streetscapes, enhancing value of properties and encouraging investment.

LU-4

Support new land uses and codify zoning recommendations.

Allow mixed use and multi-family land uses. At the northern end of the corridor, facilitate development of new commercial and residential land uses. This will lead to a more active, vibrant corridor with businesses and residents mixed together.

LU-5

Develop opportunities for placemaking.

The South 9th Street corridor should tap into the collective energy of its surroundings and celebrate the history and culture of the area. An arts program that creates murals on existing walls is an example of this. Other examples include decorative crosswalks, wayfinding and signage, and a plaza spaces.

LU-6

Inform and support developers from the light industrial commercial sector to encourage and spur investment.

Leverage beneficial characteristics of the Plan Area to attract developer interest. The easy access to SR 99 and downtown Modesto coupled with the high level of auto and trucks passing by makes for an attractive location that could be marketed to developers.

LU-7

Incentivize combining multiple parcels of land to attract quality development.

Larger parcels are generally more efficient and therefore easier to redevelop. Merging of adjoining parcels by a property owner or developer is therefore beneficial. Incentives for mergers can include changes to restrictions on the property – additional land uses, increased development capacity or in some cases relaxed standards for setbacks or height.

Transportation Recommendations

The following transportation recommendations present opportunities to enhance the transportation network through roadway improvements and new facilities for pedestrians and bicyclists. Phasing is introduced in the following figures to guide the order in which infrastructure projects are completed.

Intersections

Due to the high traffic volumes and long distances between existing crossings along South 9th Street, the corridor would see improved circulation from the addition of more traffic signals to provide more control and crossing opportunities.

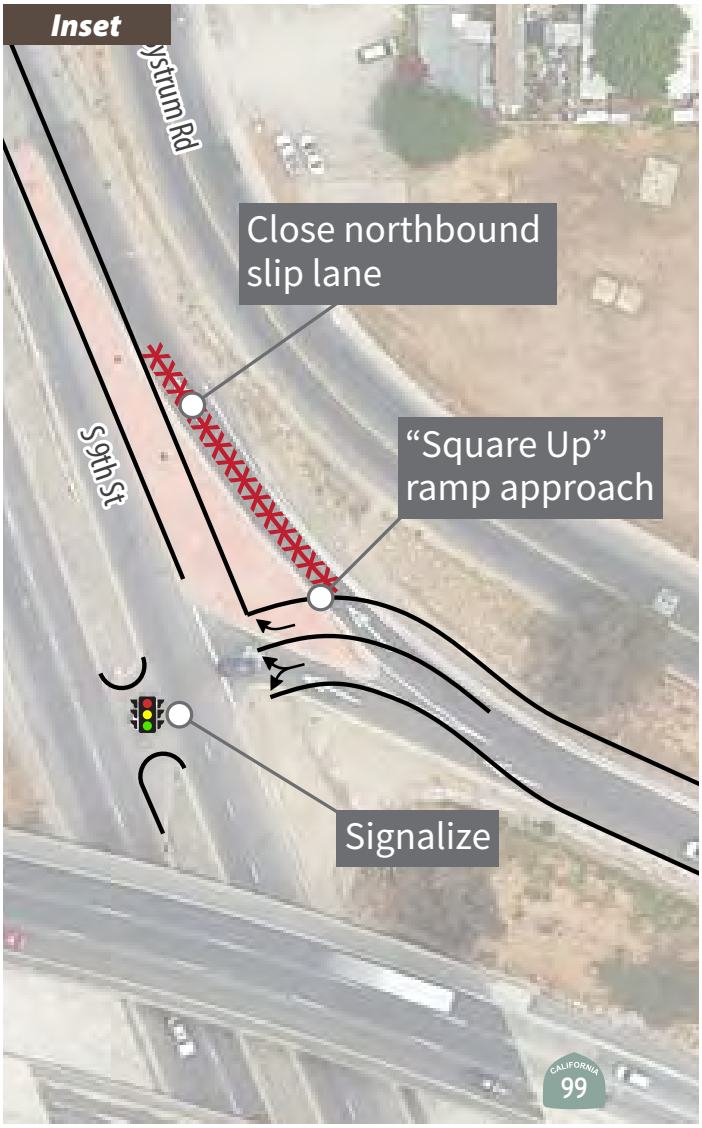
The following intersections of South 9th Street could benefit from new traffic signals to improve traffic operations and safety:

- River Road
- Hosmer Avenue
- Sonora Avenue (if east leg connected)
- SR 99 westbound off-ramp

Traffic signals could be coordinated to optimize vehicle throughput while maintaining lower speeds along the corridor. Installing signals at these intersections, shown in **Figure 16**, come with the co-benefit of providing crossing opportunities for pedestrians and bicyclists, as discussed in the following section.

The existing signalized intersections at Latimer Avenue and Pecos Avenue could also be upgraded with Leading Pedestrian Intervals (LPIs) to give pedestrians additional time to cross.

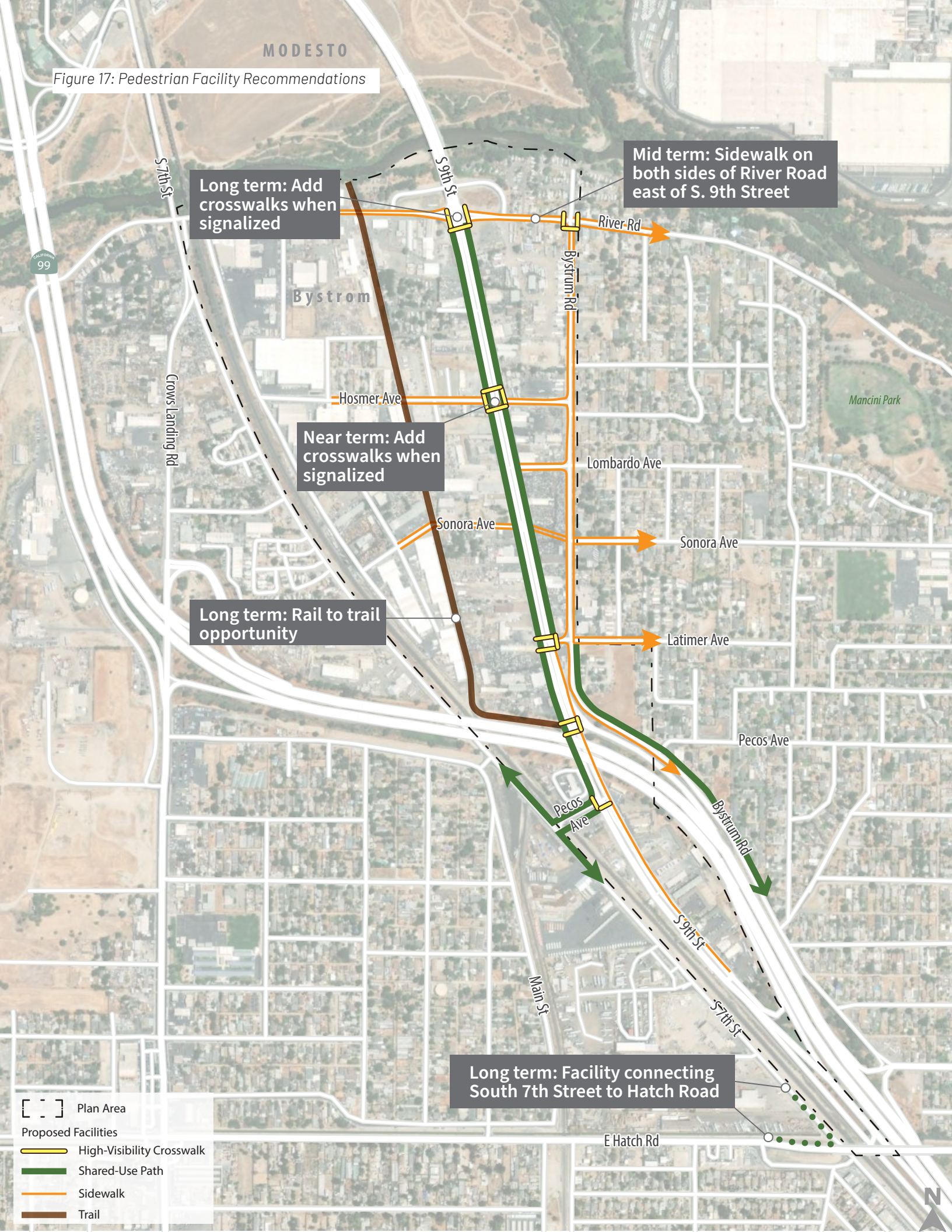
To address mobility goals for the corridor, additional intersection reconstruction would be needed at the SR 99 westbound off-ramp. To slow northbound speeds exiting SR 99 onto South 9th Street, the northbound slip lane of the SR 99 westbound off-ramp should be closed and replaced with a ramp approach closer to a perpendicular angle. This modification would decrease the turning radius of vehicles and slow drivers, as shown below.



Refer to Figure 16 for inset context.

Figure 16: Intersection Recommendations

Figure 17: Pedestrian Facility Recommendations



Walking Facilities

There are a substantial amount of pedestrians that frequent the corridor. In order to further improve the pedestrian experience, high-visibility crosswalks, sidewalks, and shared-use paths are recommended throughout the corridor as shown in **Figure 17**.

Sidewalks are recommended on both sides of the street on River Road, Hosmer Avenue, Lombardo Avenue, Sonora Avenue, and Latimer Avenue to fill existing gaps in the pedestrian network.

A wide pedestrian walking area/shared-use path along both sides of South 9th Street would provide an inviting space for residents, employees, and visitors alike. This shared-use area should connect to the existing sidewalk on the South 9th Street Bridge on the north side and to Pecos Avenue on the south side.

Pecos Avenue should be developed and maintained as a safe and convenient multimodal connection between South 9th Street and South 7th Street across the Union Pacific (and soon to be ACE) rail tracks.

With signalization, the intersections of South 9th Street at River Road, Hosmer Avenue, and Sonora Avenue will also benefit from the addition of new marked crosswalks. Sidewalks on the corridor's side streets would increase the number of east-west connections.

Where signals are not viable, such as at the intersection of River Road & Bystrum Road, rectangular rapid flashing beacons (RRFB) and high-visibility crosswalks can be installed. *FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* provides information on how to select the most appropriate treatment for a specific location.

As intersection improvements are made, accessible curb ramps should be constructed to enhance accessibility for all users. Curb extensions should be considered case-by-case based on roadway geometry.

Quick Definitions: Walking Facilities

Two primary forms of walking facilities are recommended in this Plan: sidewalks and crosswalks. Crosswalks are street crossings for people walking, tupically at intersections. Marked crosswalks feature striping and other enhancements that can raise awareness of the crossing and show the best place to cross the street.

Additional crosswalk features can be added to increase visibility on busy streets:

- **High-visibility crosswalk** markings add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions**, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Median refuge islands** allow pedestrians to cross one direction of traffic at a time.

More definitions are available in **Appendix F**.

Figure 18: Bicycle Facility Recommendations

Biking Facilities

The South 9th Street corridor is often utilized by bicyclists to travel between downtown Modesto and Ceres as well as into residential neighborhoods.

Bicycle facility recommendations are shown in **Figure 18**. To create a better bicycle connection to downtown Modesto and the Tuolumne River bike trail, buffered bike lanes are recommended on the South 9th Street Bridge, starting north of River Road.

In the primary segment of South 9th Street from River Road to Latimer Avenue, shared-use paths are recommended on both sides of the corridor, as discussed in the previous section and shown in **Figure 17**. South of Latimer Avenue, shared-use paths are also recommended on the west side of South 9th Street until Pecos Avenue, where bicyclists should be routed to South 7th Street to avoid the SR 99 on- and off-ramps closer to Hatch Road. Wayfinding signage should be utilized to assist bicyclists navigating off of the corridor.

From Latimer Avenue extending south on Bystrum Road, the east side of Bystrum Road could also be used to connect to shopping and other amenities on Hatch Road.

East of South 9th Street, buffered bike lanes on River Road, residential-serving bike routes on Bystrum Road, Hosmer Avenue, and Sonora Avenue, as well as bike lanes along Latimer Avenue would further enhance the biking experience and facilitate greater interactions between residents and the corridor.

Lastly, the existing rail spur between Janopaul Avenue and South 9th Street could be leveraged as a "rail to trail" opportunity, potentially even connecting to the Tuolumne River.

Quick Definitions: Biking Facilities

A variety of biking facilities are recommended in this Plan. Bicycle facilities are classified based on Caltrans definitions, Class I through IV, as defined below:

- **Shared-use paths (Class I)** are off-street facilities that provide exclusive use for people walking and biking.
- **Bike lanes (Class II)** are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Buffered bike lanes (Class IIB) have an additional painted section that provides space between bike and vehicle travel lanes.
- **Bike routes (Class III)** are streets with signs and optional pavement markings where bicyclists travel on the shoulder or share a lane with vehicles.
- **Separated bikeways (Class IV)**, also known as cycle tracks, are physically separated bicycle facilities that are designed for exclusive use by bicyclists.

Additionally, bike parking should be provided along the corridor to support bicyclists. Bike parking should be located in well-lit areas and near building entrances to discourage theft.

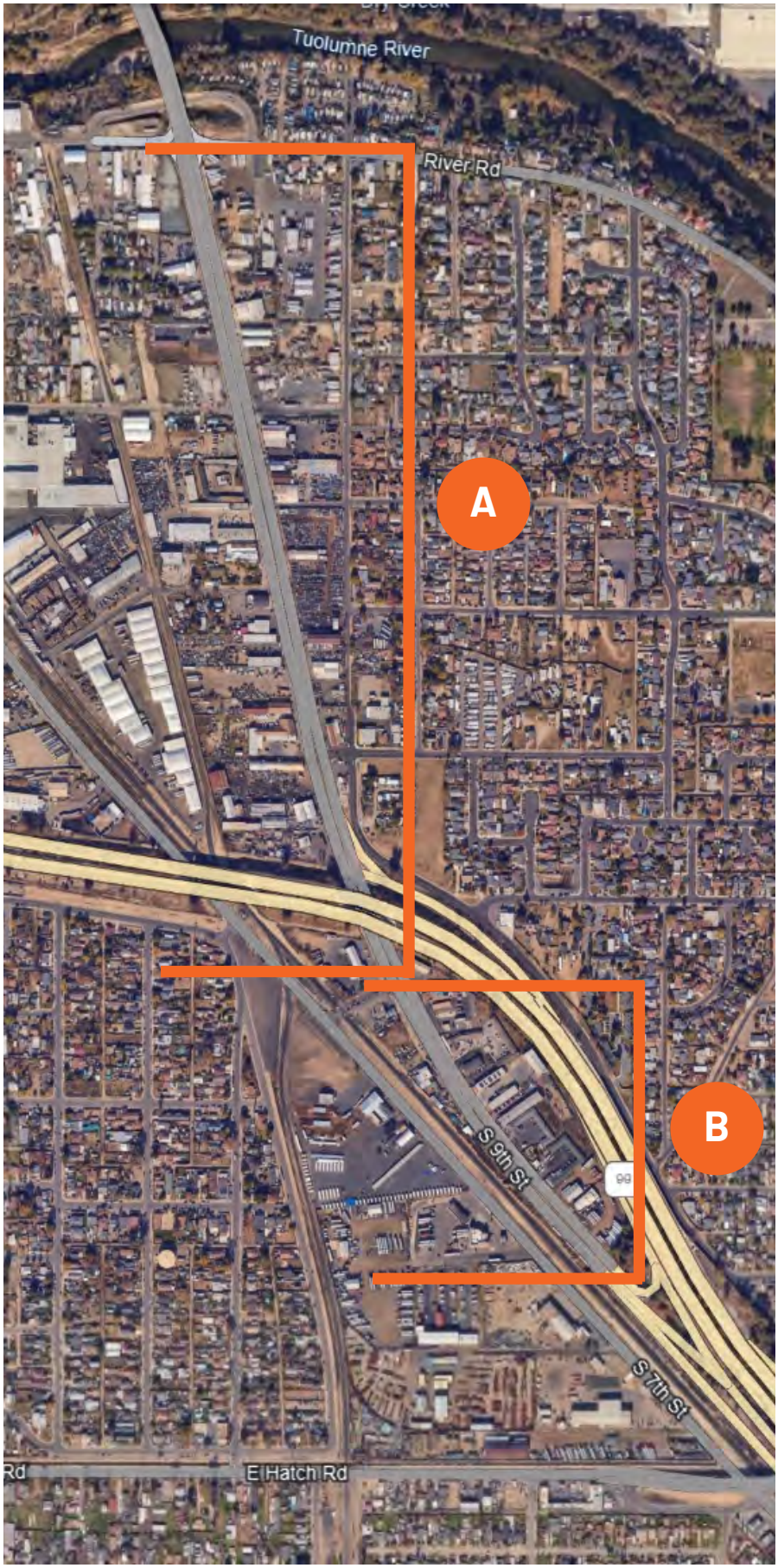
More definitions are available in **Appendix F**.

Recommended Cross-sections

Following the evaluation of existing conditions and hearing from the public and the Project Advisory Group about their priorities, three alternative cross-sections were developed for the South 9th Street corridor. These corridor alternatives are shown in **Appendix F**. Due to the varied width of right-of way in the Plan Area, the corridor was split into two areas on consideration: (A) River Road to Pecos Avenue, and (B) Pecos Avenue to SR 99 On-ramp.

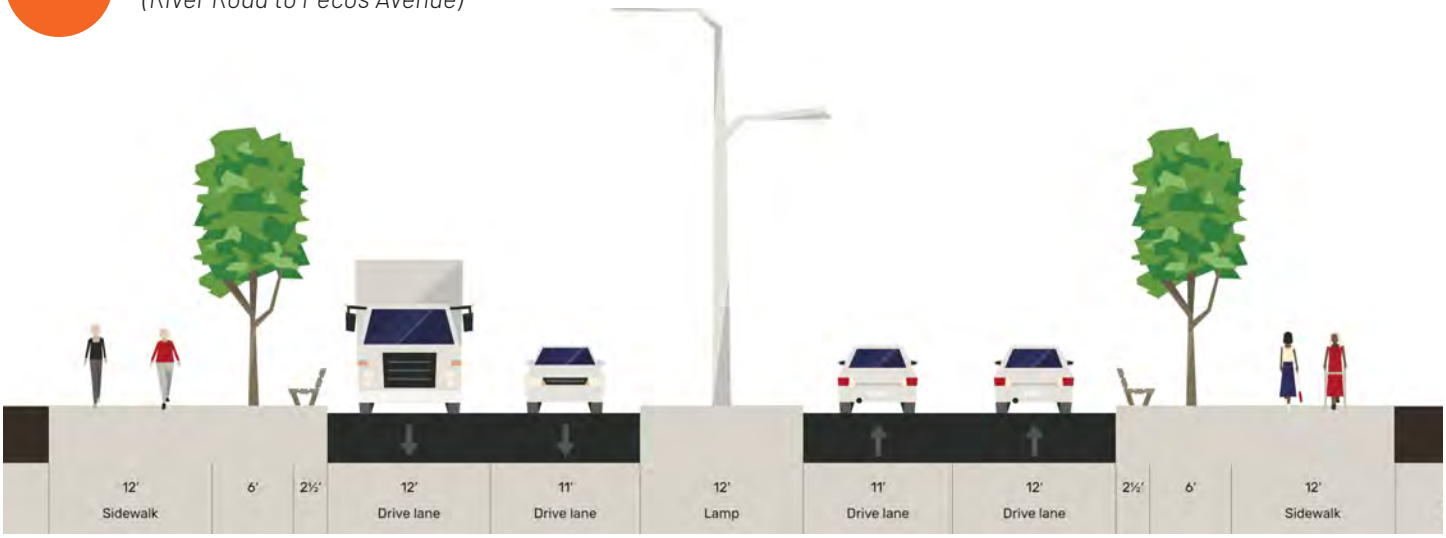
The project team asked the Advisory Group to provide feedback on which alternatives for both segments were preferred in consideration of their vision of the corridor. The cross-section on the following page was nearly unanimously selected as the preferred alternative.

Several cross-sections for Hosmer Avenue and Bystrum Avenue were also discussed. These cross-sections can be found in **Appendix F**. Bystrum Road should be improved with curb, gutter and sidewalks on both sides, constructed as new projects are developed. New development along Bystrum Road, south of Sonora Avenue, should be adequately set back from the ultimate planned road right-of-way to accommodate consistent width along the length of Bystrum Road.



A

Figure 19: Recommended South 9th Street Cross-section (River Road to Pecos Avenue)



Features of the preferred alternative for the South 9th Street segment from River Road to Pecos Avenue (Segment A) include:

- Wide curb-height shared-use area for people walking and biking (with the option for a bike travel area delineated with paint or varied texture pavement)
- Street trees on both sides of the road
- Median street lighting and landscaping
- Curb side street furniture and stormwater retention
- No street parking

At StanRTA bus stop locations, this cross-section could include bus bays for buses to pull out of the flow of traffic to pick up and drop off passengers.

The second cross-section (Segment B) represents South 9th Street from Pecos Avenue to the SR 99 On-ramp. Features of the preferred alternative for this segment include:

- Wide raised shared-use area for people walking and biking
- Median street trees
- Side street lighting and wayfinding elements
- Street parking on the eastern side of the road

B

Figure 20: Recommended South 9th Street Cross-section (Pecos Avenue to SR 99 On-Ramp)

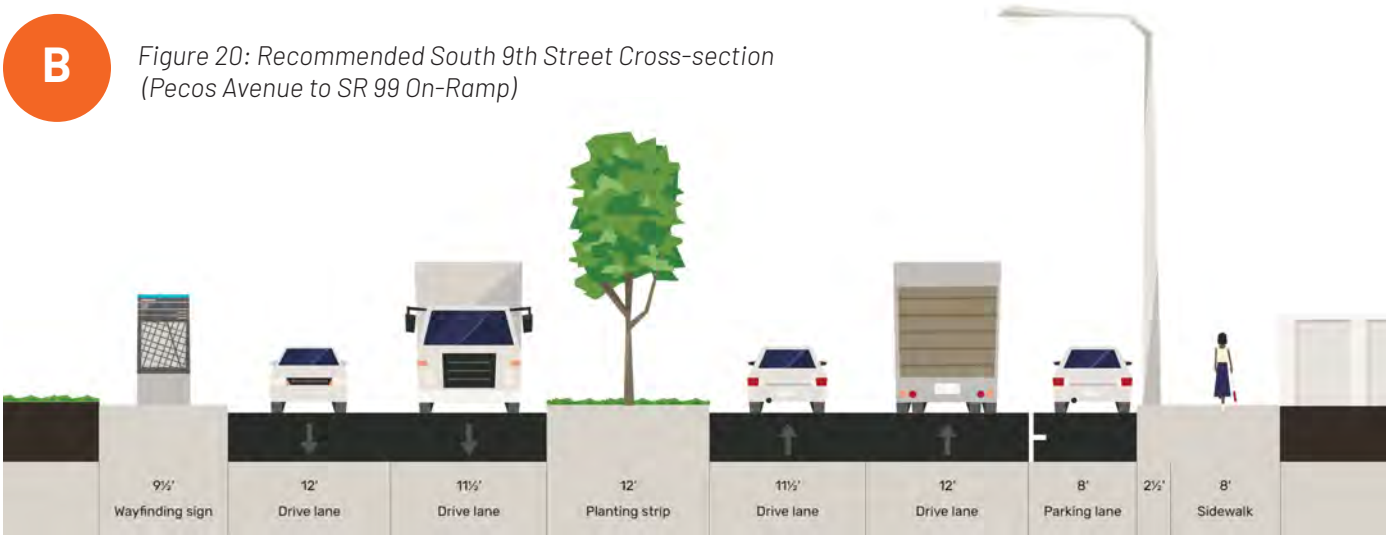


Figure 21: South 9th Street Render (facing northbound)


Wide shared-use areas
Bus bays

Other Infrastructure Recommendations

Two forms of infrastructure that will play an important role in the Plan Area are green infrastructure and lighting. While not directly a transportation facility, these infrastructure types enhance the functionality and livability of transportation systems by creating more aesthetically pleasing and safer travel environments. Recommendations for both are described below. For more information on these topics, see Appendix F.

Green Infrastructure

Flooding was noted as a key concern based on observations of the Plan Area and feedback received during outreach. Green infrastructure will play a crucial role in managing stormwater, enhancing infrastructure resilience, and improving aesthetics within the Plan Area. Green infrastructure utilizes natural processes to capture, filter, and slowly release rainwater. By integrating vegetation and soil, they also help mitigate urban heat islands.

Effective stormwater management ensures that nearby land and roads are less susceptible to damage from runoff and flooding. Bioswales and stormwater planters should be strategically placed along roadways in the Plan Area.

Lighting

Sufficient lighting can improve safety for all road users. Well-lit streets reduce the risk of collisions due to decreased visibility. Lighting can also reduces the fear of crime. This increase in perceived security can encourage pedestrian activity at night, specifically at and near transit stops.

Thoughtfully designed lighting can beautify urban landscapes and create a welcoming atmosphere. Pedestrian walkways should have lighting that allows people to identify faces from about 30 feet away.

Stormwater planters and pedestrian-scale lighting. (Source: Better Streets San Francisco Project.)

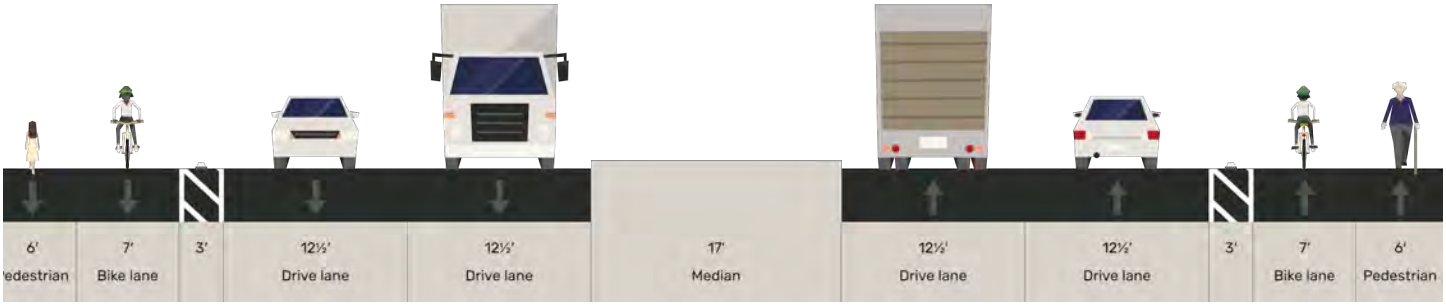
Quick-build & Interim Opportunities

Stanislaus County Public Works would likely take a phased approach to the recommended infrastructure improvements, obtaining funds and making modifications incrementally. In consideration of interim improvements with funds for re-striping but not a full re-build of the roadway, the following interim cross section for South 9th Street within the Plan Area is recommended:

- Reduction in lane widths: Reduce existing lane widths to be 11 - 13 ft wide to reduce excessive travel space but still accommodate large vehicles.
- Buffered bike lanes: Consider adding a 2 - 4 foot buffer and 6-8 foot bike lanes to replace the underutilized parking lane.

The quick-build treatment shown in the cross-section below is intended to accommodate with the existing funding realities, and is not intended to be the final outcome of the corridor.

Figure 22: South 9th Street Interim Cross-section



At intersections, there are also opportunities to use low-cost materials such as paint and bollards to reduce vehicle turning radii and shorten pedestrian crossing distances across vehicle travel lanes.

Quick-build curb extensions with paint and bollards. (Source: NYC DOT, 2022.)

Non-Infrastructure Opportunities

Local programs can supplement the recommended improvements to the built environment. These efforts can be led by local non-profits, community organizations, Stanislaus County, or one of the many other partners of this Corridor Plan. Many of these programs have proven effective in other Central Valley communities. Other effective countermeasures, particularly focused on roadway safety, can be found in *Countermeasures that Work,* 11th Edition (National Highway Transportation Safety Administration, 2023): https://www.nhtsa.gov/book/countermeasures/countermeasures-that-work

Education & Encouragement

A variety of school-centered active transportation programs can increase safety and convenience for students and parents. An example are walking and biking school buses where kids and families walk or bike to school in groups. Establishing such a program when more children live in the Plan Area in close proximity to Tuolumne Elementary School would encourage walking.

For adults, as more commercial/retail businesses arise on the corridor, local events such as 'shop small Saturdays' or small temporary markets could encourage walking in a safe and casual environment.

Enforcement

The Stanislaus County Sheriff's Office regularly monitors activity in the South 9th Street area. Community members have repeatedly expressed concerns with crime, including assault, theft, and alcohol- and drug-related crimes. Apprehension towards personal safety in the Plan Area is prevalent.

Continuing enforcement efforts periodically, and expanding to places frequented by pedestrians, has been shown to be an effective tool in creating safer streets. Efforts of the Sheriff's Office could be made more effective by implementing principles from CPTED, previously discussed in the Recommendations chapter, to provide more passive safety benefits.

Walking School Bus in Washington D.C. (Source: https://ggwash.org/view/90958/how-and-why-to-start-a-walking-school-bus)

Maintenance

The County does not have formal policies for maintaining bicycle and pedestrian facilities or landscaping. However, street sweeping is done regularly. Restriping occurs when markings become worn or during concurrent pavement treatment or repairs on Stanislaus County streets.

Establishment of a Maintenance Assessment District (also called Lighting and Landscape Maintenance Districts or Community Benefit Districts) would help assure that regular maintenance is used to keep facilities accessible, safe, and attractive. This District could create a formal maintenance policy that addresses both incidental and periodic maintenance of green infrastructure, vegetation, and the transportation network. To establish a Maintenance Assessment District, property owners must vote to assess themselves to pay and receive County services beyond what the County normally provides. The Stanislaus County Department of Public Works provides for the establishment and maintenance management of various service districts.

Mural Program

Mural Programs typically pay local artists to paint large paintings on empty walls or large neglected spaces. Murals can foster civic pride and identity, as well as boost tourism and local economies by attracting visitors and supporting local artists. Murals can celebrate cultural heritage, promoting community engagement and dialogue. Additionally, murals can contribute to crime reduction by transforming neglected areas into visually appealing, well-maintained spaces.

For an example of a mural program, see Sacramento's Wide Open Walls: https://www.wideopenwalls.com/

Source: Wide Open Walls Sacramento.

Chapter 5: *Implementation*

Implementation

The land use and transportation recommendations contained in this Corridor Plan represent the long-term vision of the vital South 9th Street Plan Area. As discussed in the sections below, implementation of the Plan's goals and recommendations should emphasize development opportunities that align with community desires for retail and housing. Through private investment and strategic funding mechanisms, including infrastructure grants and maintenance districts, the corridor's overall appeal and functionality would enhance and stimulate further growth.

Land Use

Land Use implementation requires investment by property owners and business owners who see the benefit in creating improvements along South 9th Street. Outreach during the Corridor Plan process indicated that there is a strong desire in the community and from stakeholders for new land uses along the corridor, including for retail stores, restaurants, and housing. Chapter 4 includes several concepts for properties along South 9th Street that show how new development opportunities and new land uses could improve the corridor. Design Guidelines that will help guide these new buildings or major additions to ensure corridor improvement are also included in **Appendix E**.

As new development occurs over time, it will accommodate and potentially help fund street and infrastructure improvements. These infrastructure improvements will in turn catalyze and encourage more new development as property owners and businesses see the increasing value of locating on South 9th Street.

The primary means of funding new development and associated corridor improvements will be private financing, but there are programs to assist with funding. Housing is a statewide need and there is funding available for housing development that includes affordable housing, including Low-income Tax Credits. Infrastructure Infill grants are also available through the State.

In order to capture some of the private investment from new development to improve infrastructure and streetscape there are several mechanisms that could be explored. Developers could be required to improve the streetscape bordering their property. Development impact fees could be collected to help fund future improvements. An Enhanced Infrastructure Financing District could divert certain property taxes towards area improvements, or an Assessment District or Landscaping and Lighting Maintenance District could finance improvements and continued maintenance. Any district financing programs would need to be approved by a majority of property owners.

Transportation Infrastructure

A list of recommended roadway infrastructure improvements are summarized in Table 1 and mirror the recommendations in Figures 12 - 20. These infrastructure improvements include roadway re-design, walking and biking facilities, as well as landscaping and storm water infrastructure. The proposed bicycle and pedestrian networks are designed to connect neighborhoods to key destinations and to serve as recreational assets.

Implementation of planned facility improvements is anticipated to occur:

- Through grant funding pursued to implement this plan;
- In conjunction with adjacent land development projects; and
- In conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, and striping projects.

Implementation of each project is dependent upon availability and acquisition of funding; projects requiring land acquisition or utility relocation require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses provides opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies.
Stanislaus County should periodically update this plan to reflect evolving needs and progress toward completion.

Costs

High-level cost estimates of the infrastructure projects are provided in **Appendix G**. Costs may be higher depending on the extent to which utilities need to be relocated or land acquired to implement facilities. However, some facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the County.

Project cost estimates are based on unit cost estimates. These estimates were developed based on relevant project experience in the area. Note that these cost estimates are high-level, therefore more detailed study and design of individual project will be required to refine them.

Table 1. Recommended Infrastructure Projects

Location	Description
Roadway Improvements	
South 9th St Plan Area	Pavement Rehabilitation, re-striping, lighting
South 9th St from River Road to Pecos Avenue	Re-construction to narrow raised center median
Intersection Improvements	
South 9th St & River Rd	Re-design and signalize Intersection, marked crosswalks, curb ramps
South 9th St & Hosmer Ave	Signalize, marked crosswalks and curb ramps
South 9th St & Sonora Ave	Signalize, add marked crosswalks and curb ramps
South 9th St & Latimer Ave	Modify signal to include Leading Pedestrian Interval, modify curb ramps
South 9th St & SR 99 WB Off-Ramp	Square up ramp approach, Signalize, marked crosswalks and curb ramps
Bystrum Rd & River Rd	Add marked crosswalks, curb ramps, and pedestrian flashing beacons
Bystrum Rd & Latimer Ave	Add curb extensions, marked crosswalks, curb ramps
Bicycle & Pedestrian Facility Improvements	
South 9th St from River Rd to Pecos Ave; Pecos Ave from South 9th St to South 7th St	Class I Shared/Multi Use Path
South 9th St Bridge	Class IIB Buffered Bike Lane
Latimer Ave from South 9th St to Avon St	Class II Bike Lane
Bystrum Rd from River Rd to Latimer Ave; River Rd from South 9th St to Herndon Ave; Hosmer Ave from South 9th St to Bystrum Rd; Sonora Ave from Bystrum Rd to Herndon Ave	Class III Bike Route
River Road from rail spur to Avon St; Hosmer Ave from Flores Ave to Bystrum Rd; Lombardo Ave from South 9th St to Bystrum Rd; Sonora Ave from Janopaul Ln to South 9th St; Latimer Ave from South 9th St to Avon St	Sidewalk
South 9th St	Wayfinding Signage
Green Infrastructure Improvements	
South 9th St; Hosmer Ave	Streetside stormwater planters
South 9th St	Street trees and tree wells

Recommended Schedule

Realizing the vision of the South 9th Street Corridor will require years to complete. Below represents a list of recommended key actions for Stanislaus County to undertake in the next twenty years and beyond.

Near-term

Land Use:

- Regularly engage in code enforcement activities.
- Identify and adopt priority Design Standards for new development, changes of use, and major renovations.
- Inform and support developers from the light industrial commercial sector to encourage and spur investment.

Transportation:

- Complete the re-paving and striping project with existing funding, and implement other recommendations identified in this plan where possible.
- Pursue funding for quick-build roadway treatments.
- Begin engineering design of the South 9th Street Corridor and apply for funding for the construction of the corridor.
- Work with Caltrans to advance re-design of the South 9th Street & Northbound SR 99 Off-ramp intersection.

Mid-term

Land Use:

- Codify land use and zoning recommendations from this Plan.
- Provide incentives to local businesses for rehabilitation.
- Develop opportunities for placemaking, such as a Mural Program.

Transportation:

- Advance engineering designs for South 9th Street and begin construction.
- Establish a maintenance district in the South 9th Street Plan Area.

Long-term

Land Use:

- Continue near-term and mid-term activities to build upon the commercial character of the corridor and residential area in the eastern portion of the Plan Area.

Transportation:

- Complete construction of South 9th Street infrastructure improvements.
- Maintain roadway treatments and green infrastructure.

Funding Sources

Multiple federal, state, regional, and local funding sources are available for bicycle and pedestrian projects and programs that the County can apply for. A full resource table is provided on the next page. Some of the funding sources most relevant to this plan include the following:

The **Active Transportation Program (ATP)** consolidates diverse transportation initiatives into a single program with an annual budget of around $120 million from state and federal sources. ATP aims to increase walking and biking trips, enhance safety for non-motorized users, support regional greenhouse gas reduction efforts, promote public health, and provide a range of projects benefiting various user groups, including disadvantaged communities.
Frequency Biennial

The federal **Congestion Mitigation and Air Quality (CMAQ) Improvement Program** allocates funds to states for transportation projects aimed at alleviating traffic congestion and enhancing air quality, especially in regions of the country struggling to meet national air quality standards.
Frequency Annual

Highway Safety Improvement Program (HSIP) is a Federal-aid initiative designed to achieve a significant reduction in traffic fatalities and serious injuries across all public roads, including non-State-owned roads and tribal land. California's Local HSIP focuses on infrastructure projects with recognized crash reduction benefits. Funding can be used for preliminary engineering, right of way, and construction.
Frequency Annual

Sustainable Transportation Planning Grants are offered by Caltrans to encourage local and regional planning goals that support the implementation of RTP/SCS projects. These funds can be used for a variety of focused community planning projects, including those that support rural active transportation, temporary demonstration projects, and community needs assessments.
Frequency Annual

The **Safe Streets and Roads for All (SS4A)** grant program has a budget of $5 billion in appropriated funds spanning from 2022 to 2026. The SS4A program supports regional and local endeavours through grants to prevent roadway fatalities and severe injuries. Stanislaus County was recently awarded an SS4A planning grant to develop a Safety Action Plan and engage in several supplemental planning efforts. Recommendations made in the upcoming Safety Action Plan should be consistent with the recommendations made in the Plan to the extent feasible in order to be eligible for SS4A implementation funding.
Frequency Annual

The **Surface Transportation Block Grant Program (STBG)** provides flexible funding for a variety of transportation projects. The federal government provides funding through the STBG. Program to each of the states for road, transit, active transportation, and other transportation needs. In California, these funds are administered by Caltrans. Caltrans distributes a portion of these funds to regional agencies like StanCOG.
Frequency Annual

Local Development Fees collected on land development projects can provide match funding or full implementation of projects where there is a nexus to the project.
Frequency Ongoing

Federal and State Earmarks also present an opportunity to secure funding at both the federal and state level. Earmarks often have short timelines for consideration; proactively creating fact sheets with funding needs and benefits of potential projects can support engagement with Congressional Representatives and State Assembly members and Senators.
Frequency Annual

Other typical local funds in Stanislaus County that could supplement these project funding sources through maintenance and local matches include the Highway Users Tax Account (HUTA), Measure L, and Senate Bill 1 Road Maintenance and Rehabilitation Account (RMRA) funds.

Table 2. Funding Sources

LOCAL FUNDING SOURCES		
Surface Transportation Block Grant Program (STBG)	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Infrastructure	https://arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program
STATEWIDE FUNDING SOURCES		
Affordable Housing and Sustainable Communities (AHSC)	Infrastructure	https://sgc.ca.gov/programs/ahsc/
Active Transportation Program (ATP)	Infrastructure & Non-Infrastructure	https://catc.ca.gov/programs/active-transportation-program
Clean California (Clean CA)	Non-Infrastructure	https://cleancalifornia.dot.ca.gov/
Local Highway Safety Improvement Program (HSIP)	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Local Partnership Program (LPP)	Infrastructure	https://catc.ca.gov/programs/sb1/local-partnership-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect
Road Maintenance and Rehabilitation Account (RMRA) & Highway Users Tax Account (HUTA)	Infrastructure	https://sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	Infrastructure	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Sustainable Transportation Planning (STP) Grant	Infrastructure	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
FEDERAL FUNDING SOURCES		
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Infrastructure	https://transportation.gov/RAISEgrants
Strengthening Mobility and Revolutionizing Transportation (SMART)	Infrastructure	https://transportation.gov/grants/SMART
Safe Streets and Roads for All (SS4A)	Infrastructure	https://transportation.gov/grants/SS4A
State Transportation Improvement Program (STIP)	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program

SOUTH 9TH STREET CORRIDOR PLAN APPENDICES

Appendix A:
Relevant Plans & Policies

Introduction & Background

The South 9th Street Corridor Plan was developed to be consistent with local, regional, and state plans and policy documents. During plan development, documents relevant to the 9th Street corridor and surrounding Plan Area, including the Stanislaus Council of Government's (StanCOG) Regional Transportation Plan, the current Stanislaus County General Plan and Zoning Ordinance, and other pertinent plans and studies, were reviewed for consistency. These plans and documents are summarized below. The results of this review were used to help identify issues and solutions to incorporate into the Corridor Plan.

1. StanCOG Regional Transportation Plan

StanCOG's Regional Transportation Plan (RTP), last updated in 2022, is the Stanislaus County region's blueprint for future transportation improvements and investments based on specific transportation goals and objectives defined by (StanCOG, the public, and elected officials. The RTP is a 25-year planning tool to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that will serve the mobility needs of goods and people. The RTP covers all modes of a complete transportation system, including roadways, transit, bicycle/pedestrian improvements, and aviation.

The 2024 Regional Transportation Improvement Program (RTIP), stemming from the 2022 RTP, is a prioritized program of projects designed to ensure that projects contribute to the overall creation of a dynamic transportation system. It identifies key state highway and local road projects in the Stanislaus region with the intent of improving mobility, reducing congestion, and improving air quality as it relates to transportation-related air pollution.

Projects relevant to the South 9th Street Plan Area that are listed in the 2022 RTP financially unconstrained project list include:

- Class 4 Separated Bike Lanes and Lane narrowing on 9th St and South 9th St from Latimer Avenue in Stanislaus County to B Street in Modesto, (StanCOG Non-Motorized Transportation Master Plan Project ID: MOD-15)
- Class 2 Bicycle Lane, Wayfinding, traffic calming, crossing improvements on Bystrum Rd, Joyce Ave, and Latimer Ave from Herndon Rd to South 9th St, (StanCOG Non-Motorized Transportation Master Plan Project ID: STAN-30)

2. StanCOG Regional Transportation Improvement Program

StanCOG prepared the 2024 RTIP to assist with the programming and implementation of the region's state highway and road projects identified in StanCOG's adopted 2022 RTP. The 2024 RTIP covers a 5-year programming period and includes the following relevant project:

- In Modesto, 9th Street from Carpenter Road to J Street is funded for complete streets/bike trail improvements

3. StanCOG Non-Motorized Transportation Master Plan

The 2021 StanCOG Non-Motorized Transportation Plan offers tools and analyses to assist in prioritizing projects that will help meet the region's transportation objectives and enhance its networks for walking and bicycling.

The walking and bicycling network and program recommendations in the Plan were formulated specifically to meet these goals and objectives.

1. Goal 1: Access - Improve access to key destinations and services throughout the Stanislaus region by increasing access to walking and bicycling facilities that are comfortable for people of all ages and abilities.
2. Goal 2: Network Connectivity - Develop a connected network of walking and bicycling facilities.
3. Goal 3: Equity - Ensure that all people living within the Stanislaus region have equitable access to walking and bicycling facilities.
4. Goal 4: Safety - Improve safety for pedestrians and bicyclists in the Stanislaus region.
5. Goal 5: Operations and Collaboration - Improve project development through strategic and collaborative efforts.
6. Goal 6: Health - Improve and maintain the health of community members in the Stanislaus region and provide a roadway environment that promotes active and high quality of life for all residents.

The Non-Motorized Transportation Master Plan includes recommendations for a multi-use bicycle path (Class 1) along the segment of South 9th St between the Tuolumne River and East Hatch Road.

4. StanCOG Active Transportation Toolkit

The Active Transportation Toolkit provides strategies and resources to support bicycle and pedestrian promotion and safety within Stanislaus County.

The Toolkit is structured in three main sections to help professionals and community advocates take action to promote active transportation and safety across the Stanislaus region:

1. Funding Opportunities for Active Transportation
    a. Federal: Transportation Alternatives (TA), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Urbanized Area Formula Grants
    b. State: Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), Active Transportation Program (ATP), Clean Mobility Options Voucher Pilot Program, Office of Traffic Safety Grants, Sustainable Transportation Planning Grants, Sustainable Transportation Equity Project (STEP), Affordable Housing Sustainable Communities (AHSC)
    c. Local: Measure L, Developer Impact fees
2. Innovative Active Transportation Programming
    a. Community Engagement: including Street Story by SafeTREC, poster contests, open streets events, scavenger hunts, and parklets/park days
    b. Education: including online quizzes, street design toolkit, road user simulations

c. **Messaging & Encouragement**: including website promotion and advertising or social media campaigns

3. Community Capacity Building
    a. **Training Leaders**: such as bicycling instructor certification and earn-a-bike programs
    b. **Key Datasets** including demographics, travel behaviors, transportation infrastructure and land use, traffic volumes/counts, crash statistics, and health
    c. **Collecting Primary Data** into fact sheets and existing conditions reports
    d. **Convening Decision-Makers** including Task Forces, conferences, and summits

5. Stanislaus County General Plan

General Plan Land Use

The General Plan defines the land use designations that influence the development of the Plan Area, serving as a guiding framework for the area's development. By assigning specific land uses to each parcel, jurisdictions establish development policies and regulatory guidelines that shape the area's overall character.

The South 9th Street Corridor Plan Area is within the jurisdiction of Stanislaus County; The County's General Plan Land Use is shown in **Chapter 2 Figure 3** in the Corridor Plan. However, the Plan Area is also influenced by surrounding land use designations from the City of Ceres General Plan and City of Modesto General Plan.

Zoning Ordinance

A jurisdiction's zoning ordinance consists of a set of regulations and guidelines that govern the permitted usage and development standards applicable to land within its boundaries. While the General Plan Land Use Element serves as an overarching policy document guiding future development, the zoning ordinance provides the legal framework and specific regulations for land use and development decisions. Development within the Plan Area is governed by the Stanislaus County Zoning Ordinance. There are currently four different zoning districts within the Plan Area, specifying permitted, conditionally permitted, and prohibited uses within each respective district. **Chapter 2 Figure 4** illustrates the existing zoning in and around the Plan Area. Within the Plan Area, most of the land immediately east and west of South 9th Street is primarily zoned General Commercial (C-2). The northwest portion of the Plan Area is zoned Industrial (M).

The area north and west of the Plan Area is within the City of Modesto's jurisdiction and zoned by the City for Open Space, Light and Heavy Industrial, and General Commercial. South of West Hatch Road and west of SR 99 is a County pocket zoned for General Agriculture (A-2-10), Single Family Residential (R-1), Multiple Family Residential (R-3), Rural Residential (R-A), Neighborhood Commercial (C-1), and General Commercial (C-2) along West Hatch Road. The area immediately east of the Plan Area is also County jurisdiction zoned R-1. R-2, R-3, and C-2 zoned parcels are located east of Bystrum Road and between Sonora Avenue and Latimer Avenue.

Zoning Ordinance Requirements

Development on parcels in the General Commercial (C-2) and Industrial (M) zones are required to be consistent with the development standards for setback, landscaping, height, parking, and other requirements of the Stanislaus County Zoning Ordinance; however, uses and development which were established prior to the current zoning requirements may be legal non-conforming (LNC) with present-day standards. The C-2 Zoning District allows for public facilities, wholesale and retail stores, dealerships, offices, service facilities, and other commercial uses listed in Chapter 21.56 of the Zoning Ordinance. Single-family dwellings or one apartment are permitted when accessory to permitted commercial use. A Use Permit is also required for uses related to manufacturing, mobile home parks, assembly of mechanical equipment, packaging of cosmetics, pharmaceuticals, or similar goods, retail or wholesale retail stores with gross building and sales area of 65,00 square feet or greater, and commercial cannabis retail or testing activities. A maximum building height of 75 feet is allowed in this zone.

The M Zoning District permits all retail and wholesale establishments, warehouses, service establishments, public and quasi-public buildings; junkyards, wrecking yards and auto dismantling yards, all uses permitted in the C-2 zoning. Use permits are required for higher intensity uses including distillation activities, manufacturing of acid or explosives, slaughterhouses, refining of petroleum products, drilling activities, all retail stores and wholesale retail stores with a gross building and/or sales area of 65,000 square feet or greater, emergency shelters, and cannabis-related activities. A maximum building height of 75 feet is allowed in this zone.

6. Stanislaus County Systemic Safety Analysis Report

The Stanislaus County Systemic Safety Analysis Report utilizes the California Statewide Integrated Traffic Records System (SWITRS) database and the University of California, Berkeley, Transportation Injury Mapping System (TIMS) database to obtain and analyze crash data. Additionally, the report observes various data sources including roadway characteristics, intersection data, and traffic volume.

The data is analyzed to provide insight into the key corridors and intersections experiencing high crash frequency. One corridor and intersection within the South 9th Street Plan Area were highlighted with a set of potential countermeasures for each location:

S 7th St from Blankenburg Ave to E Hatch Rd: The SSAR proposes the following countermeasures:

- Install centerlines to augment pavement markers to better define roadway cross-section
- Widen shoulders

S 9th Street & Hosmer Avenue: The SSAR proposes the following countermeasures:

- For major approach: Consider striping edge line/ parking tees to narrow lanes and increase friction/ slow vehicles
- For minor approach:
    - Stripe centerline
    - Stripe west approach
    - Pedestrian crosswalk
    - Consider installing continuous sidewalks

7. StanCOG Bystrom Community Transportation Needs Assessment

The Community Transportation Needs Assessment provides a multimodal analysis for assessing the condition of the local transportation network in the unincorporated communities of Empire and Bystrom. The analysis of conditions, needs, and improvement strategies was conducted through a comprehensive technical analysis, supported by field reconnaissance, and intensive public outreach. The plan presents four mobility enhancement concept layouts, which identify proposed transportation improvements for enhancing safety, mobility and connectivity along the two priority corridors in each community:

- River Road (from S 9th Street to Herndon Road) in Bystrom
    - Class IV protected bike lanes
    - Sidewalks
    - Bus boarding islands and bus stop amenities
    - High visibility crosswalks, curb ramps, and flashing pedestrian signs
    - Pedestrian yield signs
    - Pedestrian-scale lighting
- Latimer Avenue (from S 9th Street to Avon Street) in Bystrom
    - Sidewalks and curb extensions
    - Crosswalks, curb ramps, stop signs, and yield to pedestrian signs
    - Mini roundabouts
    - Pedestrian-scale lighting
    - Landscaping and shade

8. Ceres General Plan 2035

The City of Ceres 2035 General Plan is a dynamic policy document for the long-range development of the City of Ceres. It will guide development in the city and surrounding area for years to come. The Land Use Element of the City of Ceres' General Plan provides land use designations which establish the policies, and guidelines which influence development in both the City's jurisdiction, Local Agency Formation Commission (LAFCO) adopted Sphere of Influence (SOI), and General Plan study area. The City's General Plan land use designation maps extend into parcels located within the City's LAFCO-adopted SOI and General Plan study area which overlap with County jurisdiction. The County's General Plan Land Use Element Sphere of Influence Policy requires discretionary development in the SOI and within one mile of the City's General Plan boundaries to receive written support from the City in order to ensure consistency with the City's future General Plan land use designations and application of the City's development standards. For development in the SOI that is subject to ministerial permitting, the County's Zoning Ordinance requires City review and approval of all signage and construction of accessory dwelling units.

The Transportation and Circulation Element of the City of Ceres' General Plan provides goals and policies aimed at providing mobility choices for travel within and connecting to Ceres. Mobility within Ceres is provided by local streets and roadways, highways, railroads, sidewalks, bicycle facilities, and transit service. The General Plan provides for the development of new roadway infrastructure and multi-modal improvements to serve the existing and future population with mobility choices that reduce air pollution,

reduce the need for some additional roadway improvements, and provide viable non-automobile travel options.

The Transportation and Circulation Element covers the following topics: context of the transportation system, street and roadway system, parking, public transportation, bicycle and pedestrian circulation, and goods movement, where each section also outlines the associated goals and policies. An additional section is also incorporated to discuss transportation financing.

9. City of Ceres Active Transportation Plan

The City of Ceres Citywide Active Transportation Plan (adopted September 2021) guides the development of pedestrian and bicycle facilities throughout the City of Ceres. The Plan supports and implements a comprehensive, integrated network that allows safe and convenient travel along and across streets for all users as outlined in the Ceres General Plan and other recently adopted City plans. The Plan seeks to enhance neighborhood connectivity for community members walking and bicycling to local destinations such as parks, schools, shopping centers and employment centers, and to enhance connections to nearby communities. The Plan takes a balanced approach in advancing project and program recommendations, so that they benefit all road users including those walking, biking, taking transit, or driving.

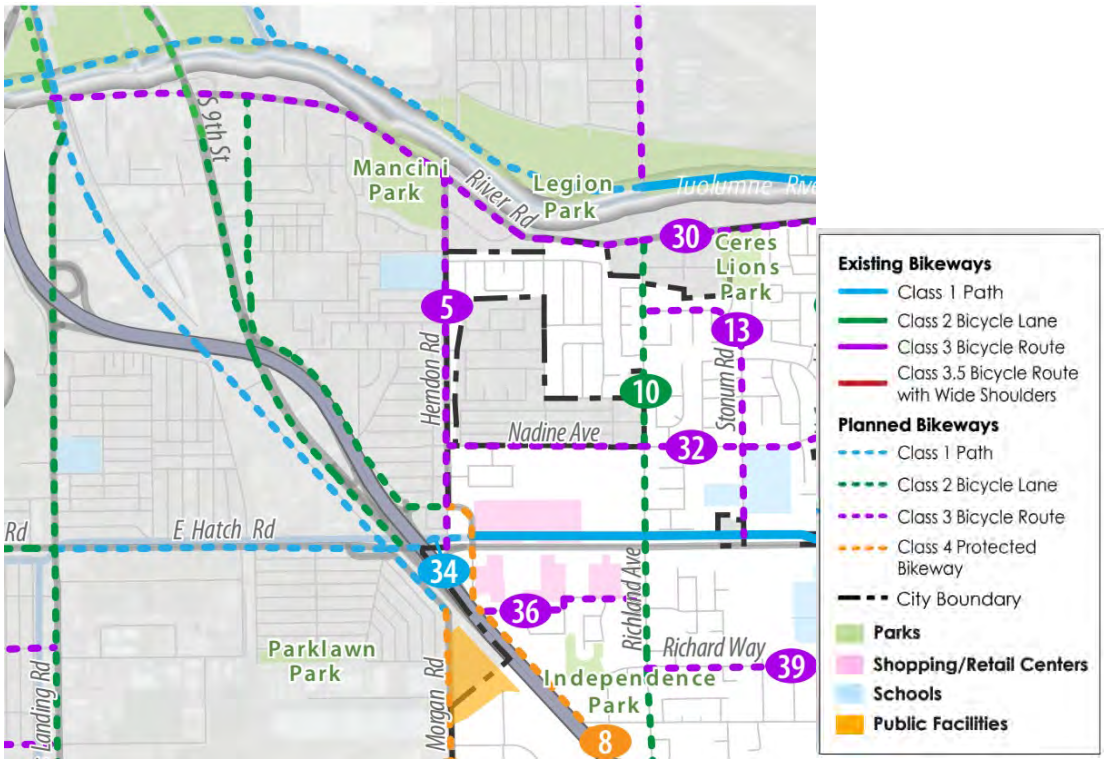
Planned facilities that would provide connections to the South 9th Street Plan Area include:

- Upgrading to high-visibility crosswalks at the Herndon Ave / Hatch Rd intersection
- Adding new sidewalks on the east side of Herndon Ave from 150' north of Grandview Ave to 150' south of Grandview Ave)

The proposed bicycle facility map shows the following planned facilities in Ceres in the vicinity of the South 9th Street Plan Area:

- Class III Bike Route on Herndon Road from Sonora Ave (North City Limit) to Hatch Road
- Class I Shared Use Path on Hatch Road from Herndon Avenue to 7th Street / Morgan Road

Relevant facilities planned as part of other planning efforts in the Unincorporated County are also shown in the map below.



Ceres Active Transportation Plan Existing & Proposed Bicycling Facilities in the South 9th Street vicinity

10. City of Modesto Local Road Safety Plan

The City of Modesto's Local Road Safety Plan (LRSP) expanded on the work of the previous Systemic Safety Analysis Report (SSAR) by proactively evaluating hot spots and systemic risk factors throughout the city and identifying proven countermeasures that can be implemented through the current and future Capital Improvement Plan (CIP), as well as key partnerships with safety stakeholders. The Modesto Safety Vision Statement was developed based on work completed through the SSAR, including stakeholder feedback and input from city staff.

Goal 1: Implement roadway and intersection improvements that increase the visibility of road users, especially for people walking and biking.

Goal 2: Enhance roadway crossings, especially near schools and other high pedestrian activity areas, to promote and support safe travel for people walking and biking.

Goal 3: Increase the number of roadway and intersection improvements that promote safe turning movements of motorists at intersections and along 3 high-speed roadways.

Goal 4: Encourage people to drive at lower speeds with roadway design improvements and signage.

Goal 5: Increase multi-jurisdictional collaboration through enhanced technology (such as shared databases) among city agencies, health care, and enforcement on post-crash care.

Goal 6: Discourage motorists from driving under the influence through educational and enforcement programs and decrease the severity of DUI collisions 6 through roadway infrastructure improvements.

Safety-related goals in the South 9th Street Corridor Plan will support several of the goals listed in the Modesto LRSP.

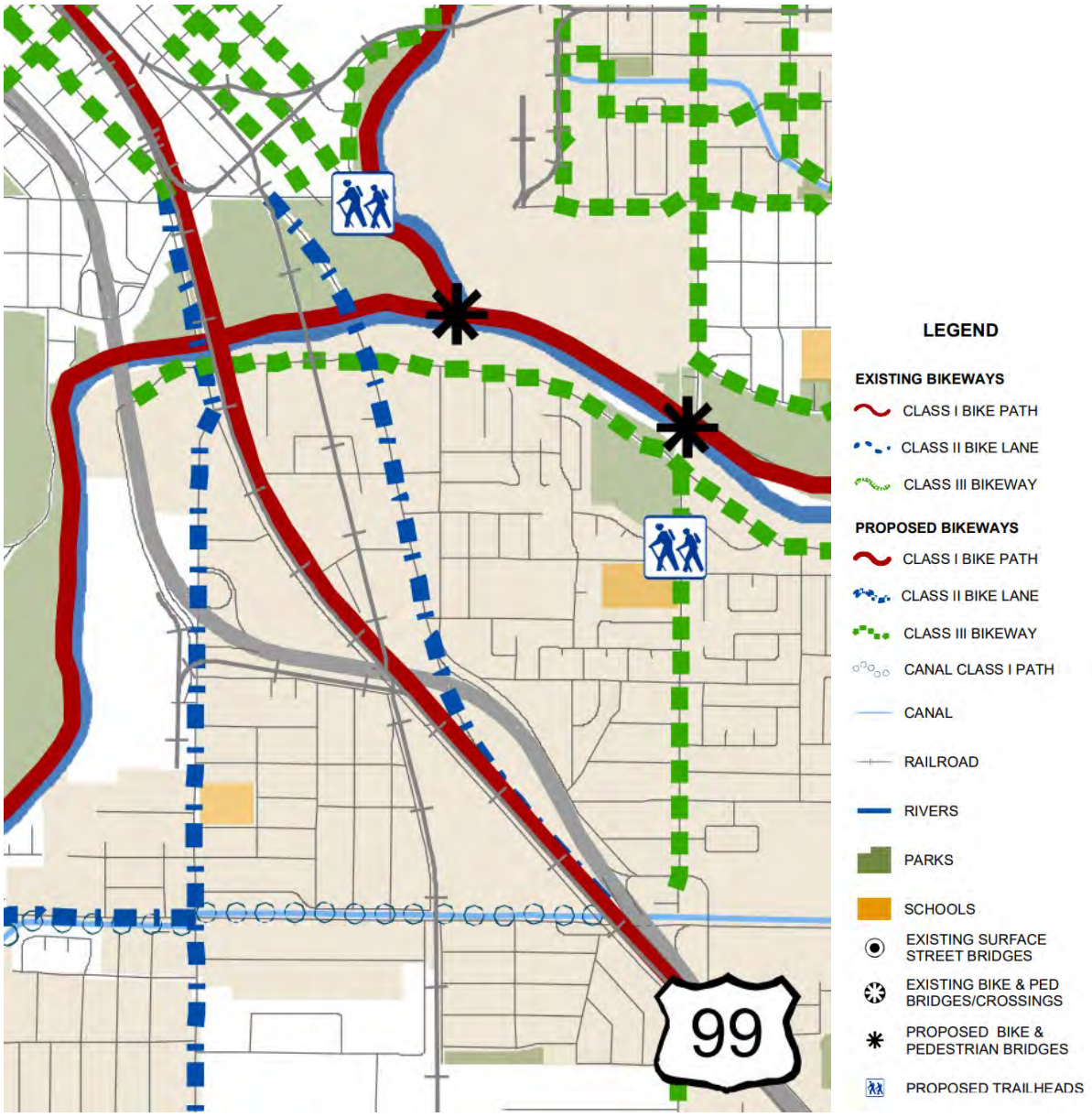
11. City of Modesto Non-Motorized Transportation Master Plan

The City of Modesto's Non-Motorized Transportation Master Plan (2006) provides a blueprint for developing a citywide system of trails, bikeways, and other transportation and recreation facilities for nonmotorized users. The document addresses the full range of modes of travel in Modesto without a motor vehicle, including walking, running, bicycling, using wheelchairs, skating, and other forms of non-motorized, wheeled transportation.

The goals of the plan are to plan for the needs of non-motorized users, expand and improve Modesto's non-motorized transportation network, and encourage and educate residents of Modesto on bicycling, walking and other non-motorized modes.

Planned facilities include:

- Class I path along the Union Pacific Railroad line, parallel to 9th Street through downtown
- Class I path along the Tuolumne River
- Class II bike lanes along South 9th Street from south of B Street to Hatch Road
- Class III bikeway along River Road from SR 99 to Herndon Avenue



Modesto Non-Motorized Transportation Plan Proposed Bicycling Facilities in the South 9th Street vicinity

12. City of Modesto Downtown Master Plan

The City of Modesto's Downtown Master Plan guides the future growth of downtown Modesto by identifying key opportunities for reinvestment and proposing development that is feasible, predictable, and consistent with community aspirations and priorities. The Master Plan has a planning horizon of 20 years (2020 to 2040).

Design Principles in the Master Plan include:

1. Establish a bicycle and pedestrian network to improve connectivity to key destinations.
2. Create a new downtown gateway and mixed-use node at the Transit Center at 9th and J Streets.
3. Focus public investment in strategic infill projects to generate an active, mixed- use downtown.

The South 9th Street Corridor Plan was developed with the design principles of the Modesto Downtown Master Plan in mind.

13. Tuolumne River Regional Park Master Plan

The Tuolumne River Regional Park Master Plan, released in 2001, provides a long-range vision for the park to guide the Tuolumne River Regional Park Commission in undertaking projects that will enhance the recreational amenities, environmental values, and educational and interpretative programs of the park.

As of October 2024, the Master Plan is undergoing an update and is seeking public feedback.

Appendix B:
Existing Conditions Memo

South 9th Street Corridor Plan

Draft Existing Conditions Report

Prepared for:
Stanislaus County
Planning & Community Development

April 22, 2024

WC23-4039

FEHR PEERS

PLACEWORKS

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List of Figures

Introduction

The South 9th Street Corridor Plan will set the vision for transforming South 9th Street and surrounding vicinity into a safe and convenient multi-modal corridor that will support a variety of land uses, promote new development, and improve the land use compatibility of existing uses. The Plan will build on the previous planning efforts by Stanislaus County, City of Ceres, City of Modesto, Stanislaus Regional Transit Authority (StanRTA), and Altamont Community Express (ACE) Rail.

The South 9th Street Corridor Plan Area (Plan Area) consists of a 1 ½ mile stretch of land encompassing approximately 200 acres in Stanislaus County, south of Downtown Modesto and west of the City of Ceres, as shown in Figure 1. The Plan Area is defined by the Tuolumne River to the north, Hatch Road to the south, South 7th Street to the west, and State Route 99 (SR 99) and Bystrum Road to the east, as detailed in Figure 2. The Plan Area is within the City of Ceres' Sphere of Influence and is served by City of Modesto's sewer and water infrastructure and Turlock Irrigation District's electrical infrastructure.

Union Pacific Railroad tracks are located to the west of the Plan Area and run parallel to South 7th Street and between Janopaul Avenue. An old and non-operational segment of the Union Pacific Railroad is present in the western Plan area between South 9th Street and Janopaul Avenue. In the southern part of the Plan Area, South 9th Street crosses under State Route 99 causing a physical separation from the rest of the Plan Area. This area of the Plan Area south of State Route 99 is further physically separated from the surrounding neighborhood due to the Union Pacific railroad and State Route 99.

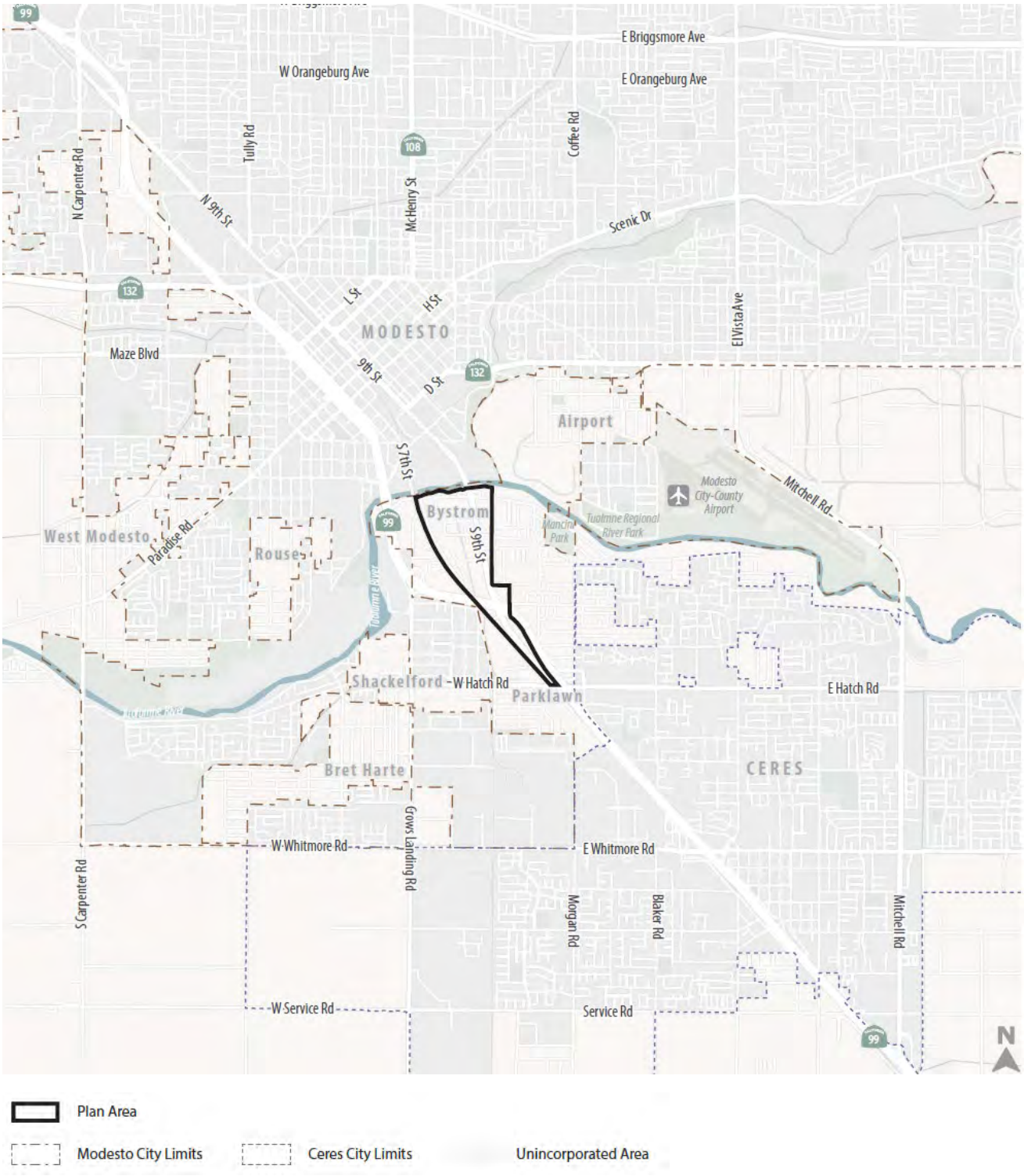
South 9th Street is the primary corridor connecting the Cities of Modesto and Ceres due to the limited number of Tuolumne River bridge crossings and serves as a gateway into Downtown Modesto. Within the Plan Area, it is the predominant roadway in the north-south direction. A set of collector streets in the east-west direction, including River Road, Hosmer Avenue, Lombardo Avenue, Latimer Avenue, Pecos Avenue, and Hatch Road intersect South 9th Street and connect the Plan Area to surrounding neighborhoods.

The following report describes the existing physical characteristics affecting the land use and transportation system in and surrounding the South 9th Street Corridor. Understanding existing conditions is a key step in the process of improving connectivity and accessibility along the South 9th Street Corridor between the City of Modesto, the existing businesses in the vicinity of South 9th Street, and the City of Ceres. This analysis includes:

- Identification of key destinations and land uses
- Socio-demographics in the Plan Area
- Overview of the transportation facilities available to people walking, biking, and driving, collision history, and other relevant topics to the transportation system.

The regulatory framework that provides context and applicable policies and plans within and surrounding the Plan Area is provided in Appendix A.

Figure 1: Regional Context



Source: Stanislaus County, 2023; Fehr & Peers, 2024.

Figure 2: Plan Area

Source: Stanislaus County, 2023; Fehr & Peers, 2024.

Existing Setting

General Plan Land Use

To analyze opportunities for land use changes that will improve the character of the South 9th Street Corridor, it is important to understand the land use designations that influence the development of the Plan Area. The General Plan defines these designations, serving as a guiding framework for the area's development. By assigning specific land uses to each parcel, jurisdictions can establish development policies and regulatory guidelines that shape the area's overall character.

The South 9th Street Corridor Plan Area is within the jurisdiction of Stanislaus County. However, the Plan Area is also influenced by surrounding land use designations from the City of Modesto General Plan and City of Ceres General Plan. **Figure 3** illustrates the land use designations of the Stanislaus County General Plan. The Plan Area is located with the Local Agency Commission (LAFCO) adopted Sphere of Influence of the City of Ceres. Under the County's General Plan, any projects requiring discretionary approval within the Plan Area (e.g., use permit or rezone) would require support from the City of Ceres.

Within the Plan Area, the majority of the Plan Area is designated by the County for commercial land uses, except for the northwest section which is designated for industrial uses. The General Commercial designation is intended for various forms of light to heavy commercial uses, including retail, service, and wholesaling operations. This designation also allows for residential development in limited situations or when connected to both public sewer and water service. The Industrial designation allows for light or heavy industrial uses, including, but not limited to, manufacturing and warehousing.

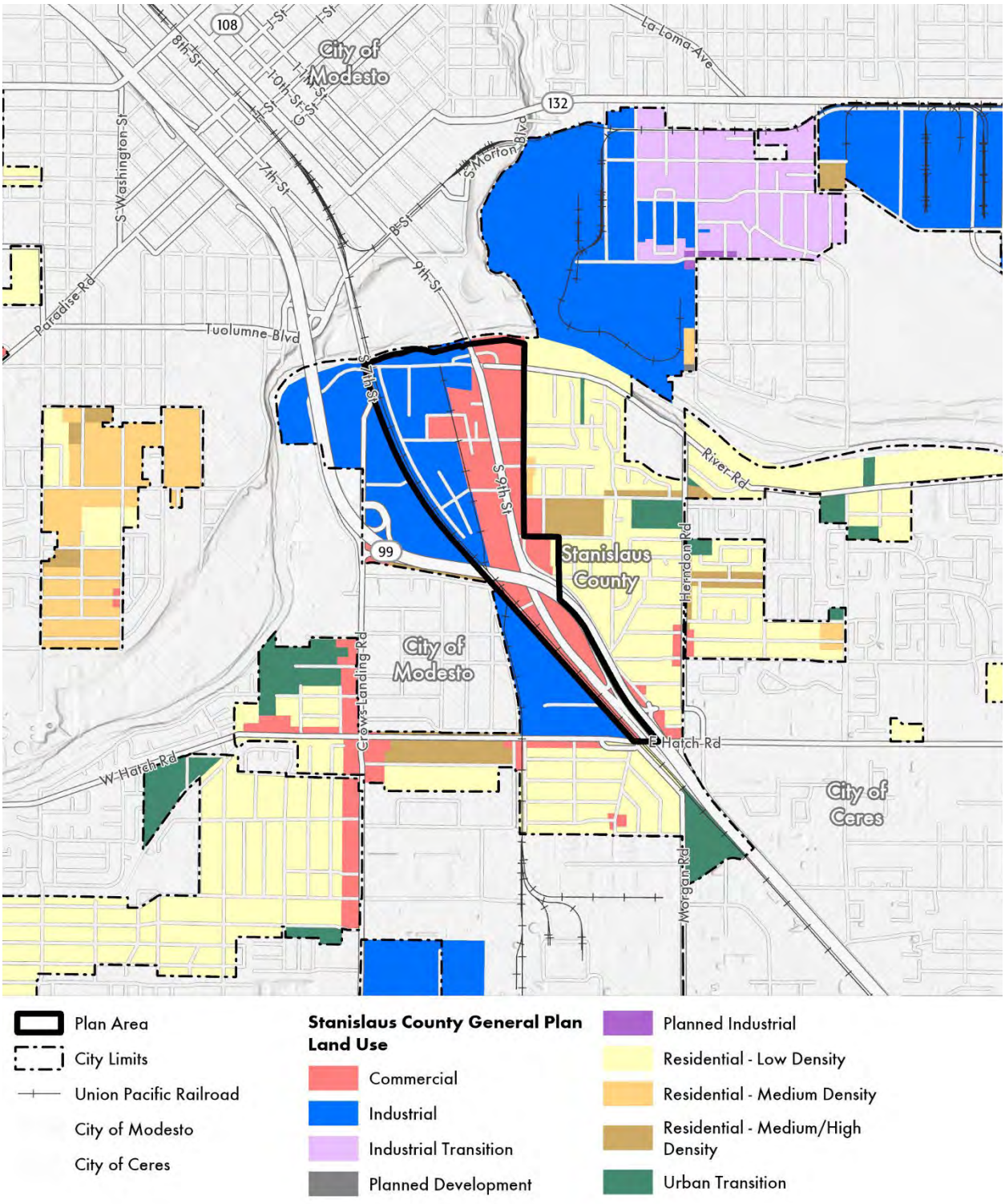
The County's 6th Cycle Housing Element Update is proposing to rezone the area southeast of the Bystrum Road/Latimer Avenue intersection to medium-to high density residential use.

The area north of the Plan Area, across the Tuolumne River, is within the City of Modesto, and is characterized by open space land uses, serving as a buffer zone between Downtown Modesto and the Plan Area. The open space area is part of the Tuolumne River Regional Park (TRRP), which is described in the Key Destinations section below. The area immediately west of the Plan Area is primarily designated by the County for industrial land uses.

The southern boundary of the Plan Area is at East Hatch Road, with the area southeast falling within the City of Ceres and designated for Commercial uses. The area to the southwest of SR-99, south of Hatch Road, is part of Stanislaus County and contains Low-Density Residential and Commercial land uses.

Looking east beyond the Plan Area boundary, the land is within the County, and it includes Low-Density Residential, with smaller pockets of Commercial, Medium-Density, Medium/High-Density Residential and Urban Transition land uses.

Figure 3: General Plan Land Use



Source: Stanislaus County General Plan, 2023.

Zoning Districts

A jurisdiction's zoning ordinance consists of a set of regulations and guidelines that govern the use and development of land and properties within its boundaries. While a general plan serves as an overarching policy document, zoning ordinances provide the legal framework and specific regulations for day-to-day land use and development decisions. The Stanislaus Zoning Ordinance states the permitted, conditionally permitted, and prohibited uses within each zoning district. Figure 4 illustrates the existing County zoning in and around the Plan Area. Within the Plan Area, the west and northwest portions of the Plan Area is zoned for Industrial (M) use. Most of the land immediately east and west of South 9th Street is zoned for General Commercial (C-2), although the overall development can be characterized as more intensively industrial than commercial.

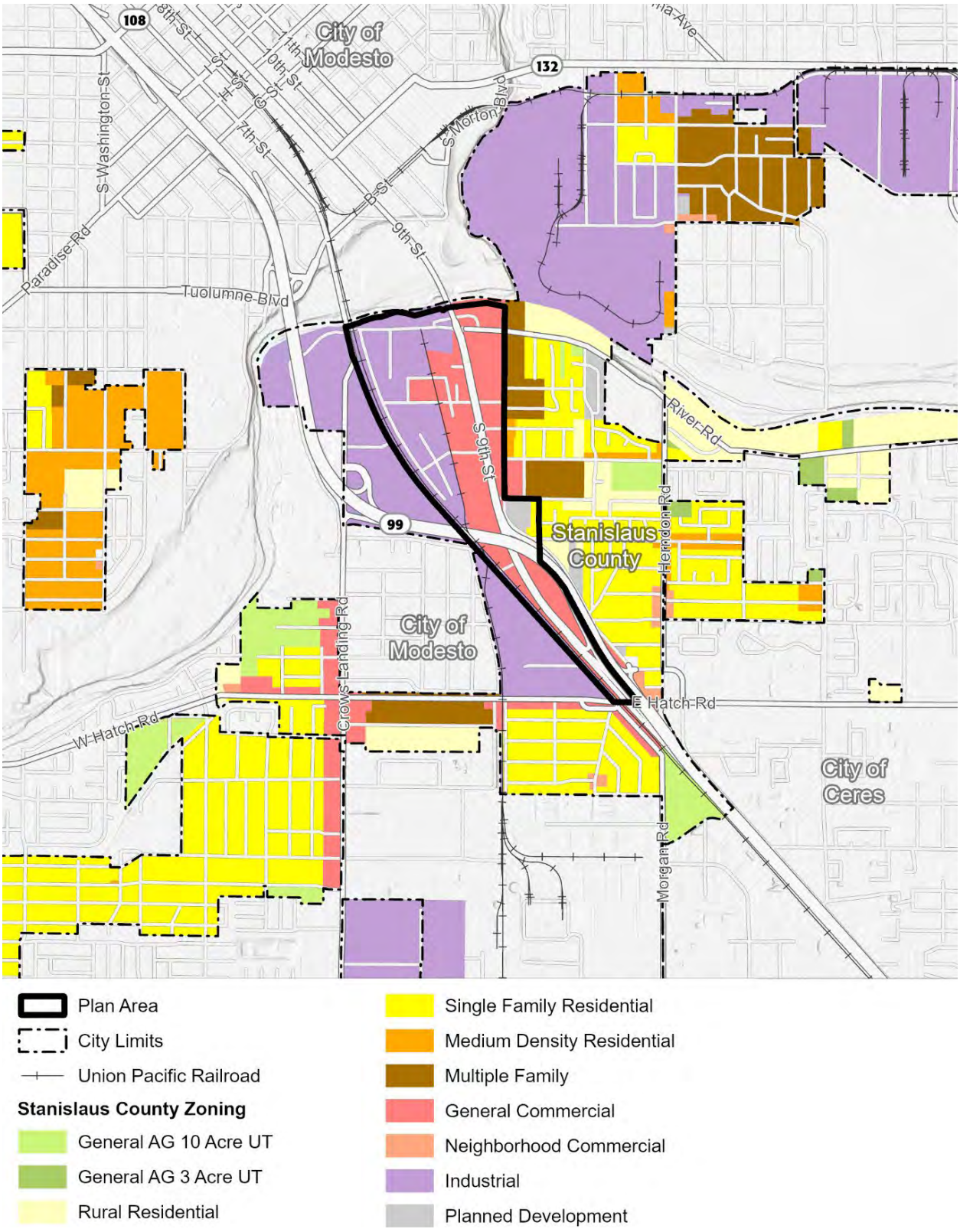
Single Family Residential (R-1), Medium Density Residential (R-2), and Multiple Family Residential (R-3), uses are to the east of the Plan Area. The area immediately west of the Plan Area is zoned for Industrial (M).

Zoning Ordinance Requirements

All new buildings in the General Commercial (C-2) and Industrial (M) zones are required to be consistent with the Zoning Ordinance development standards for setbacks, landscaping, height, parking, and other requirements. Throughout the Plan area there are many legal nonconforming buildings reflective of the timeframe in which the corridor has developed.

The C-2 zone allows public facilities, churches, daycare, community centers, wholesale and retail stores, and other commercial uses. Single-family dwellings or one apartment is permitted as an accessory to permitted commercial use. A permit is also required for uses related to certain types of manufacturing, assembly of mechanical equipment, compounding and packaging of pharmaceuticals, retail or wholesale retail stores with gross building and sales area of 65,000 square feet or greater, commercial cannabis retail or testing activities, and drilling of natural materials. A maximum building height of 35 feet is allowed in the zoning districts.

Figure 4: County Zoning Designations



Source: Stanislaus County, 2023.

The M zone permits all retail and wholesale establishments, warehouses, service establishments, public and quasi-public buildings; junkyards, wrecking yards, and auto dismantling yards, all uses permitted in the commercial zoning districts except dwelling units of any kind unless otherwise specifically permitted in this zone. Use permits are required for uses including distillation activities, manufacturing of acid or explosives, stockyards, or slaughterhouses, refining of petroleum products, drilling activities, all retail stores and wholesale retail stores with a gross building and/or sales area of 65,000 square feet or greater, emergency shelters, and cannabis-related activities. A maximum building height of 75 feet is allowed in the zone; however, there is no height limit for fireproof structures (excluding advertising structures) not used for human occupancy.

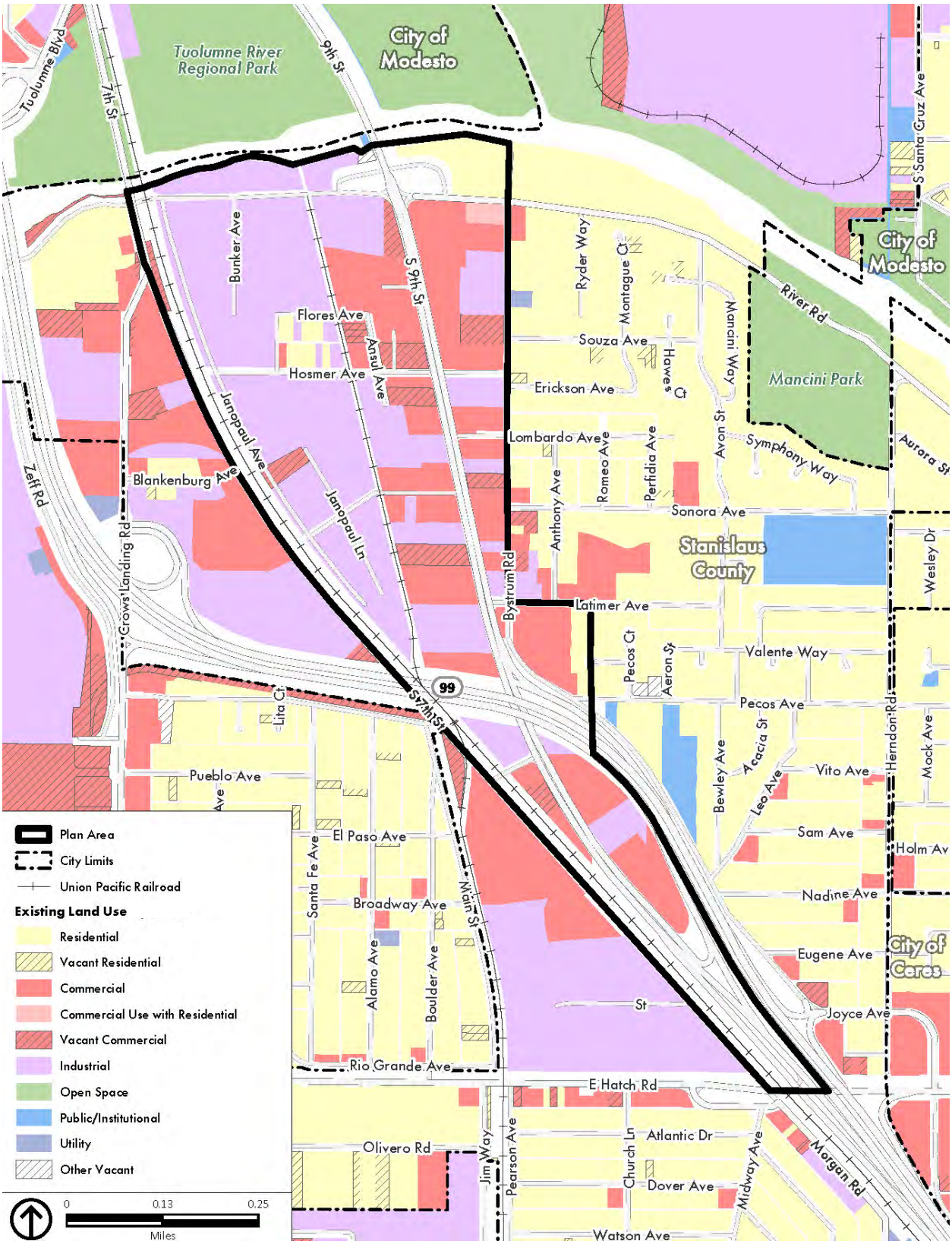
Existing Land Use

Figure 5 illustrates the existing land uses found within Plan Area and the land uses immediately adjacent to the Plan Area. The Plan Area is dominated by a mix of industrial and commercial land uses, including manufacturing uses, food processing, California Redemption Value (CRV) recycling centers, auto wrecking yards, truck driving schools, and warehouses. Uses such as retail stores, hotels, motels, lodges, auto-repair shops, car dealerships, tractor-trailer driving schools, sales offices, restaurants, and commercial vacant land are distributed along South 9th Street. The intensity of industrialized uses and development increase towards South 7th Street on the west. Very few residential uses are present within the Plan Area, mainly comprising single-family residential and mobile home parks located along Flores Avenue, Hosmer Avenue, and River Road. There is also a mobile home park at the intersection of Bystrum Road and Latimer Avenue, located on a parcel that is partially vacant. As discussed in the General Plan Land Use section above, this property is intended to be rezoned to medium high residential use as proposed by the County's 6th Cycle Housing Element Update.

The area immediately west of the Plan Area, north of State Route 99 and between 7th Street and Crows Landing Road, contains a mix of industrial, commercial, residential, and some vacant commercial. The area to the west, south of State Route 99 and west of 7th Street, contains a mix of commercial and industrial uses with residential uses such as Shackleford Neighborhood, mainly occurring in the City of Modesto. The areas east of the Plan Area contains a residential neighborhood, Bystrum Neighborhood, with a few commercial uses.

Figure 5 also shows properties within the Plan Area that are vacant. Many of the underutilized lots are currently used for vehicle storage and parking. These underutilized lots can be potential opportunity sites for new development.

Figure 5: Existing Land Uses



Source: City of Modesto, 2023; Stanislaus County Assessor's Data, 2023; PlaceWorks, 2024.

Key Destinations

Prevalent land uses within the South 9th Street Corridor Planning Area are auto-oriented industrial services, and warehouses. Notably, this planning area lacks commercial shopping centers, schools, libraries, parks, or major transit facilities within the immediate vicinity. However, there are nine bus stops that connect residents and workers to other destinations.

Half Mile Buffer

Several important business and service destinations are located within a half-mile radius of the Plan Area, as illustrated in Figure 6. A half mile is used by planners as a typical distance that most people can walk in ten minutes. Most notably within a half mile, the Ceres Plaza Shopping Center, a significant auto-oriented retail hub, can be found just southeast of the Planning Area, near the intersection of East Hatch Road and Highway 99. This shopping center features major retail and grocery stores such as Grocery Outlet, Cost Less Foods, The Home Depot, 99 Cent Stores, DD's Discounts, Big 5 Sporting Goods, and O'Reilly Auto Parts.

Two significant parks are located within the half-mile radius of the Plan Area. Mancini Park, managed by the City of Modesto, can be found on River Road, just east of the Planning Area. This park offers amenities such as a picnic area, a youth softball field, and two full-sized soccer fields. Tuolumne River Regional Park (TRRP), located north and northeast of the Plan Area, across the Tuolumne River, is another notable destination. The TRRP is over 500 acres of parkland following the Tuolumne River and is the largest urban park in Stanislaus County. Five major areas make up the TRRP, with the area north of South 9th Street being planned for a new Gateway Park.

Tuolumne Elementary School and Shackelford Elementary School, both part of the Modesto City School District, are also situated within this half-mile radius. Tuolumne Elementary School is located half a mile east of the Plan Area on Sonora Avenue and is currently in the process of changing its frontage to Sonora Avenue. Shackelford Elementary School is located half a mile west of the southern end of the Plan Area along Crows Landing Road.

One Mile Buffer

Within a one-mile radius of the Plan Area, the primary destination is Downtown Modesto to the north, a bustling urban center offering an array of key attractions, including the Gallo Performing Arts center, restaurants, offices, art galleries, movie theaters, specialty stores, retail stores, and other businesses. Additionally, Downtown Modesto provides convenient access to public transit, with the Modesto Transit Center serving as a central hub connecting the bus and transit system.

Beyond the One Mile Buffer

Beyond the one-mile radius of the Plan Area, there are several other noteworthy destinations. Civic centers for the City of Modesto and Stanislaus County, as well as the County Courthouse and offices for the Stanislaus Office of Education, are situated to the north within Downtown Modesto. Modesto Junior College, also located to the north, serves as the nearest higher education facility to the Plan Area. Stanislaus County Library and Stanislaus County Law Library are in Downtown Modesto.

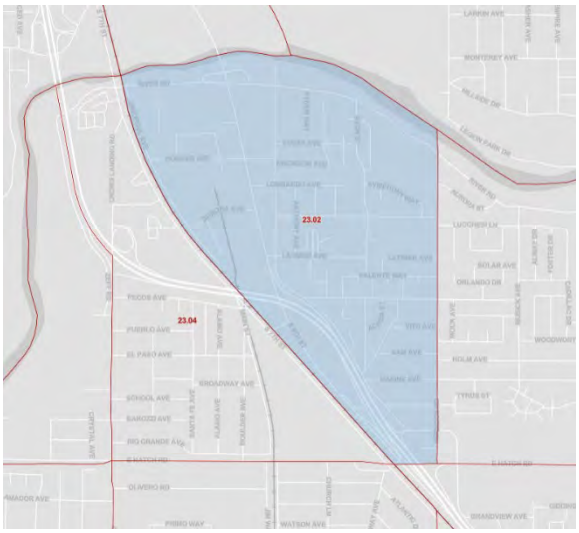
Furthermore, Downtown Ceres, situated southeast of the planning area, features a diverse mix of neighborhood and regional commercial spaces, along with grocery stores offering fresh food and corner stores. Downtown Ceres also includes a Community Center and a branch of the County Library.

Figure 6: Key Destinations

Source: City of Modesto, 2023; Stanislaus County, 2023; PlaceWorks, 2024.

Socio-Demographic Data

The Plan Area comprises most of Census Tract 23.02.



Census Tract 23.02 encompassing the Plan Area

Race, Income, and Poverty Status

According to the U.S. Census Bureau American Community Survey 5-Year Estimates from 2018 - 2022, the racial composition of the residents of the Census Tract 23.02 is 33% identifying as White, <1% identifying as Black or African American, 6% identifying as Asian, 1% identifying as American Indian, Alaska Native, Hawaiian Native, or Pacific Islander, and 22% identifying as two or more racial groups. The census tract is also home to a large Hispanic or Latino community with 76% of the population identifying as Hispanic or Latino.

Under the same American Community Survey dataset, the median household income in Census Tract 23.02 was $34,600 and roughly 81% of households had incomes under $75,000, close to the threshold considered low income or disadvantaged by several state funding programs. By comparison, the median household income in Stanislaus County is approximately $74,900 and 50% of households have incomes under $75,000. Furthermore, 26% of people in Census Tract 23.02 are below the poverty level, whereas 14% of people in Stanislaus County are below the poverty level.

Commuting

As reflected in Table 1: Means of Transportation to Work, driving is the dominant mode of transportation across the Plan Area census tract, neighboring cities, and countywide. The share of population participating in modes of public transportation and active transportation such as biking and walking are low, varying between zero and two percent. However, the corridor exhibits a higher share of its population walking and utilizing public transportation at two and eight percent, respectively. According to the American Community Survey 5-Year Estimates from 2018 - 2022, 43% of commuters from the Census Tract get to work in under 15 minutes, compared to 31% in the County. The mean travel time to work in the Census Tract is 26 minutes, compared to 29 minutes in the County.

Table 1: Means of Transportation to Work

	Bicycle	Walk	Public Transportation	Drive Alone	Other (taxi, motorcycle, etc.)	Work from Home
Census Tract 23.02	0%	2%	8%	71%	1%	2%
Ceres	0%	0%	1%	83%	0%	4%
Modesto	1%	1%	1%	78%	1%	7%
Stanislaus County	0%	1%	1%	80%	1%	7%

Source: U.S. Census Bureau American Community Survey 5-Year Estimates (2018 – 2022).

Employment

The largest share of people that are employed in the Plan Area travel from the City of Modesto along with a handful from the cities of Ceres, Turlock, and Stockton. Residents of the Plan Area are largely employed in the city of Modesto followed by the cities of Ceres, San Jose, and Turlock (U.S. Census Bureau LEHD Origin-Destination Employment Statistics, 2021).

According to the same U.S. Census Bureau LEHD data set, Manufacturing, Transportation and Warehousing, and Administration & Support, Waste Management and Remediation (as defined by the U.S. Census) comprise the industries with the greatest share of workers employed in the Plan Area.

Roadway Facilities

South 9th Street is about 80 to 85 feet wide and contains four travel lanes with a central median. The corridor has an auto-oriented character with the presence of medium-sized commercial buildings, small-sized retail and service shops, vehicle storage areas, and surface parking lots.

Figure 7 displays the roadway network in the Plan Area. Most roadways within the Plan Area have two lanes with South 9th Street being a notable exception, consisting of four lanes. Most intersections are side-street stop controlled along South 9th Street in the Plan Area, except for the intersections of Latimer Avenue/South 9th Street and Pecos Avenue/South 9th Street. To the east of the Plan Area, River Road, Souza Avenue, Lombardo Avenue, Sonora Avenue, and Lombardo Avenue provide connections to neighborhoods on the east side of Bystrum Road.

Traffic Mix & Volumes

Operations on South 9th Street include a mix of passenger vehicles, light-duty trucks, vans, trucks with trailers, and semi-trucks. (Daily traffic counts will be collected later in the project process.) South 9th Street is a major truck route, designated by the County Code as an alternate route for the use of commercial vehicles[1]. Notably, it is not a terminal access route or a Surface Transportation Assistance Act (STAA) route, indicating it is not legal for trucks longer than California legal trucks (generally 65 feet in total length) to utilize South 9th Street. A parallel route into downtown Modesto, South 7th Street, has less truck traffic because the 7th Street bridge across the Tuolumne River is weight restricted and therefore not suitable for truck traffic.[2]

Pavement Condition

Most of the roadways in the Plan Area are paved, though pavement conditions vary. The Pavement Conditions Index (PCI) provides a measurement of roadway pavement health, measured on a scale of 0 to 100 (where 100 is a newly paved road). On South 9th Street between River Road and Pecos Avenue, the PCI ranges from 6 to 32, classified as 'poor' or 'very poor' condition (as measured by Stanislaus County Public Works staff in February 2022). Unevenness, large cracks, and potholes pose safety hazards to roadway users. Between SR 99 and Hatch Road, South 9th Street has a PCI ranging from 47 to 62, classified as 'poor' or 'good' condition (Stanislaus County Public Works, February 2022). Additionally, in recent years, the roadway facilities have experienced difficulties with stormwater drainage, such as along Hosmer Avenue, Bystrum Road, Pecos Avenue.

[1] https://library.qcode.us/lib/stanislaus_county_ca/pub/county_code/item/title_11-chapter_11_16-11_16_050
[2] https://www.stancounty.com/publicworks/pdf/transportation-permit-map.pdf

Block Length

The block length along the corridor varies from 400 feet to 3,000 feet. Specifically, there are several long blocks along the corridor, including from River Road to Hosmer Avene, from Lombardo Avenue to Latimer Avenue, and between Highway 99 and Hatch Road, each of which are over 1,000 feet in length. Typically, a block length of 300 to 400 feet is recommended to promote walkability and shorter routes for bicycles and vehicles.

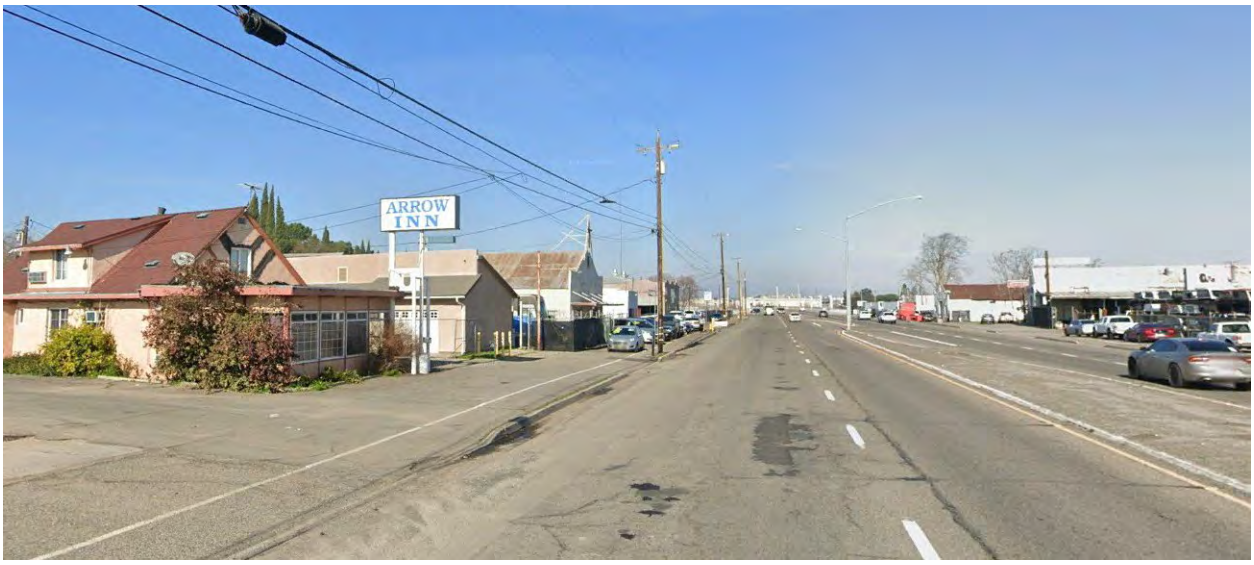
Curb Space Uses

Curb uses encompass all the various utilizations of curb space, the portion of the roadway next to the curb. Curb uses include parking, delivery, passenger loading, emergency access and response, and other essential functions. Throughout South 9th Street, curb space is limited by the number of driveways. Although there is curb space dedicated for parking, many cars are parked in areas designated for walking, encroaching on space for pedestrian use.

Railroad Interface

There is an existing active freight railway operating parallel to South 7th Street with an above grade crossing at South 7th Street and Zeff Road and an at grade crossing at South 7th Street and Pecos Avenue. ACE Rail has extension plans with the intention of creating access to the Plan Area. See the "Recent & Anticipated Work on The Corridor" section below for more information.

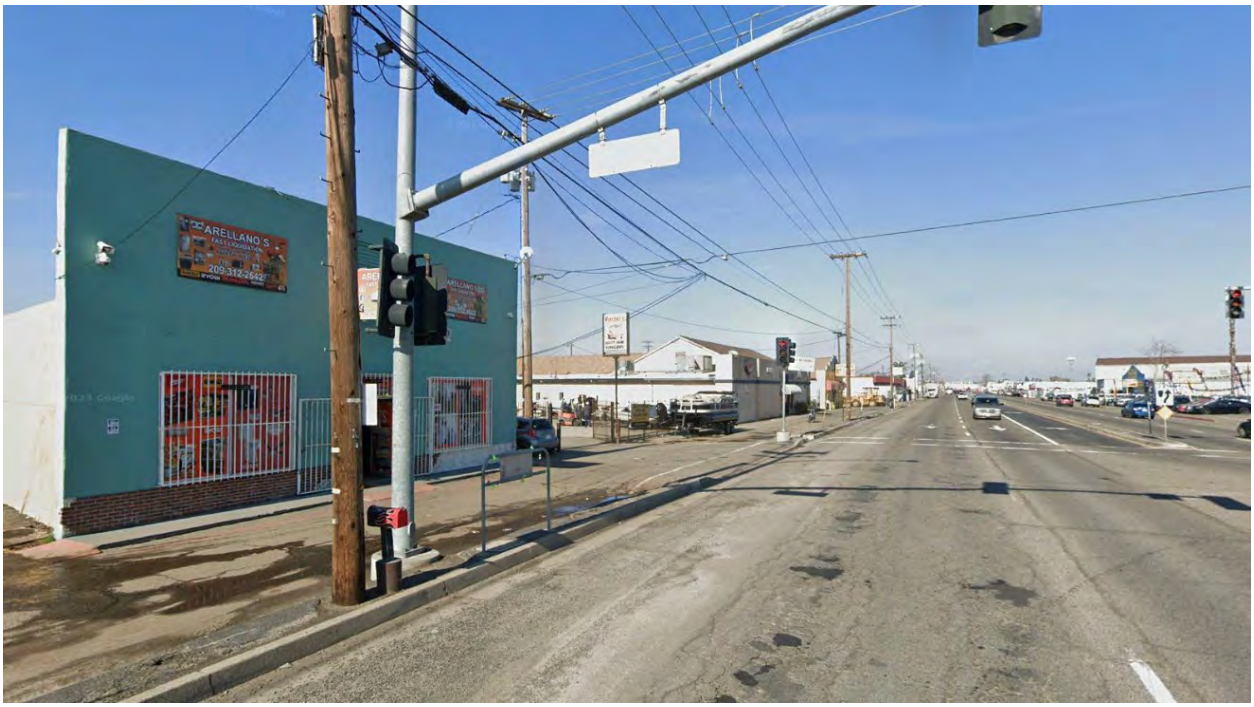
Segment of South 9th Street containing setbacks that are currently used for storage or parking (Source: Google Map StreetView, November 2022).



View of Arrow Inn Lodge and other commercial buildings located along South 9th Street.

The section of the corridor between River Road and Hosmer Avenue is characterized by large surface parking lots and buildings that are setback at least 20 feet or more from the sidewalk. Most of the buildings are oriented away from the street, which create non-active edges or blank walls along the corridor. The corridor segment between Hosmer Avenue and Latimer Avenue is more pedestrian scale and contains small to medium-sized commercial buildings that are placed closer to the street, and with building frontages oriented towards the street. The building setbacks along this corridor segment vary from zero to 20 feet.

South 9th Street between State Route 99 and Hatch Road.



Intersection of Latimer Avenue and South 9th Street with buildings placed closer to the street.

Figure 7: Existing Roadway Network

Source: Stanislaus County, 2023; Fehr & Peers, 2024.

Pedestrian & Bicycle Facilities

Figure 8 displays the pedestrian and bicycle facilities located in the Plan Area. This data is derived from aerial imagery and field observations. Painted white lines are present along much of the South 9th Street corridor to serve as a delineation between County ROW and private property and define the path of travel for pedestrians. These areas differ in quality from evenly paved concrete areas (such as near Stanislaus Regional Transit Authority (Stan RTA) bus stops) to underimproved gravel. Most areas designated for walking have uneven pavement. Several segments of the walking network are blocked by parked vehicles, causing pedestrians to utilize the roadway to pass. Gaps in the network are present from Latimer Avenue to Pecos Avenue. With a few exceptions, the corridor is not compatible with Americans with Disabilites Act (ADA) Standards for Accessible Design due to pavement uneveness, narrow clearance widths, lack of curb ramps, and other hinderances to a clear path of travel.

The Plan Area lacks a tree canopy. Street trees can lower temperatures, calm traffic, reduce particulate matter, and create aesthetic beauty, all of which contribute to a comfortable environment for walking and biking.

Marked ROW delination gravel walking area, representing typical walking conditions along South 9th Street.

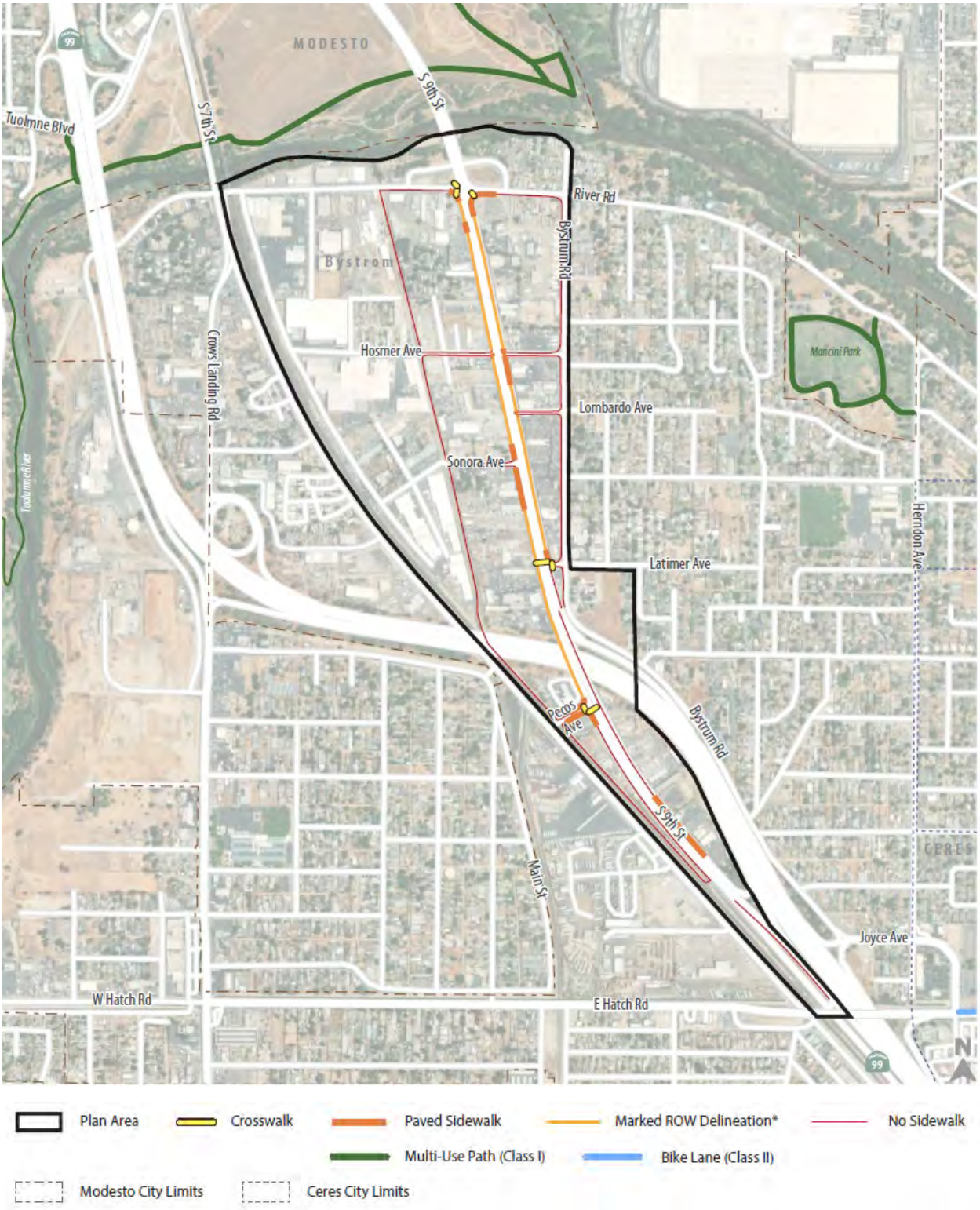
Observations along the corridor indicated that walking and biking are relatively common. Pedestrians were observed frequently crossing mid-block and/or at unmarked locations.

Most of the intersections in the Plan Area are not signalized and lack crossing facilities, except for the intersection of South 9th Street / Latimer Avenue, which is signalized, and has striped crosswalks on the north and east legs with curb ramps, though grades make ramp landing areas difficult for some to use and non-compliant with ADA Standards for Accessible Design.

Sidewalk near StanRTA bus stop.

There are no existing bicycle facilities within the Plan Area. Directly north of the South 9th Street bridge is the Tuolumne River Bike Trail. The trail, located within the TRRP, serves as a shared use facility that accommodates both bicyclists and pedestrians. While the cities of Modesto and Ceres both offer a few bike facility options, there are currently no bike facility options within the Plan Area. The nearest bike facilities can be found along East Hatch Road southeast of the Plan Area in Ceres.

Figure 8: Existing Pedestrian & Bicycle Facilities

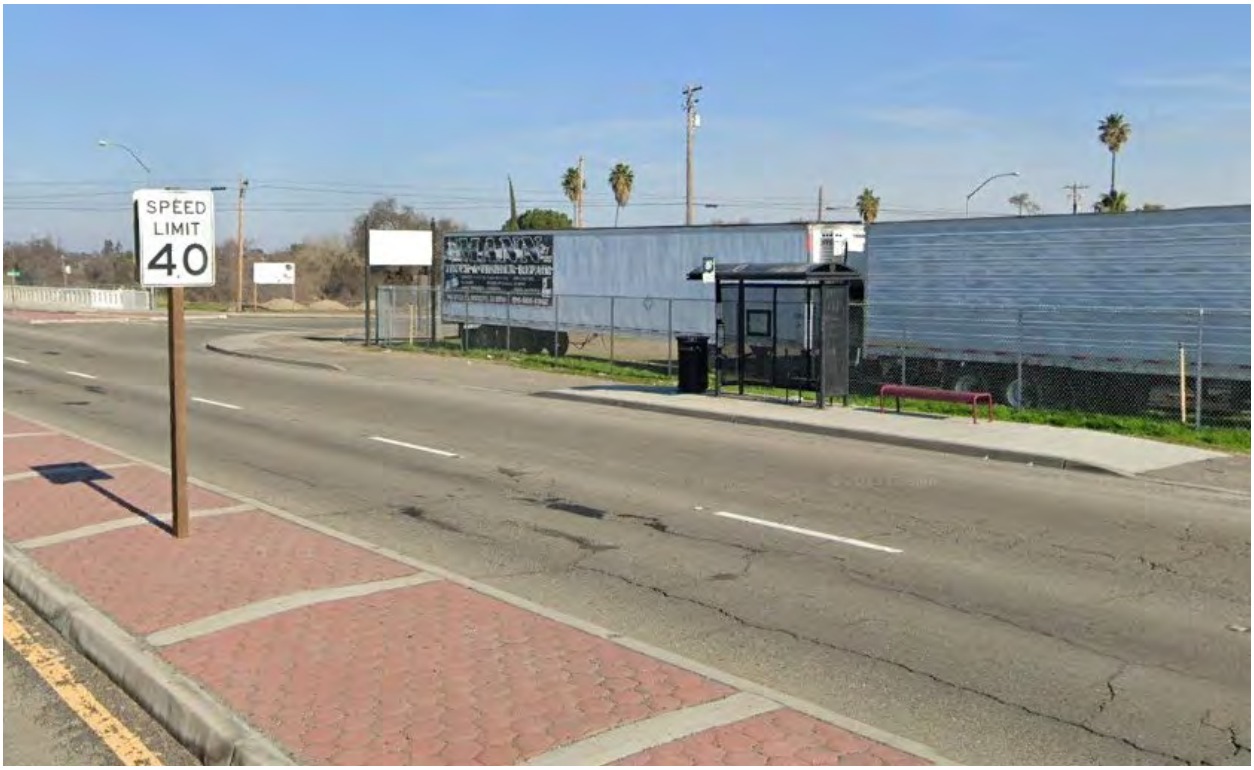


*Note: * Marked Right-of-Way delineation areas are paved or gravel but lack a formalized sidewalk.*
Source: Stanislaus County, 2023; Fehr & Peers, 2024.

Transit Routes & Facilities

Figure 9 displays the transit service and facilities located in the Plan Area. StanRTA provides bus service including nine bus stops through the Plan Area. Bus stops for Routes 29, 29T, and 42 are located along South 9th Street and South 7th Street. These bus routes provide interregional service between downtown Modesto and Ceres. StanRTA staff report medium to high ridership along the corridor.

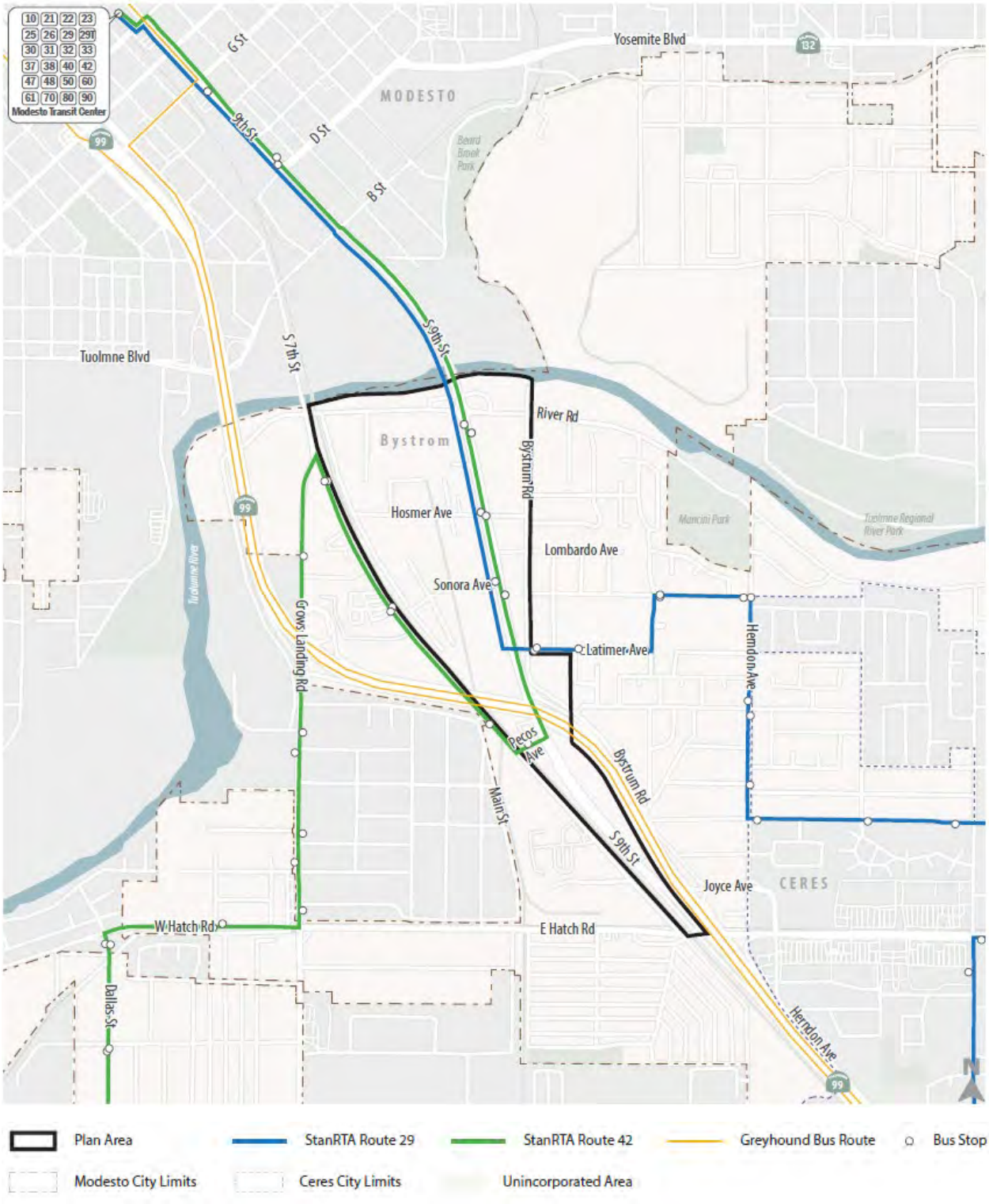
Most bus stops in the Plan Area do not have bus shelters, except the bus stop located at South 9th Street and River Road, which has a bus shelter, bench, and trash can.



Bus Shelter located on South 9th Street and River Road.

Regional connectivity provided by Amtrak, Greyhound, and StanRTA services requires transferring from stops within the Plan Area to the downtown Modesto transit hub.

Figure 9: Existing Transit Service & Facilities



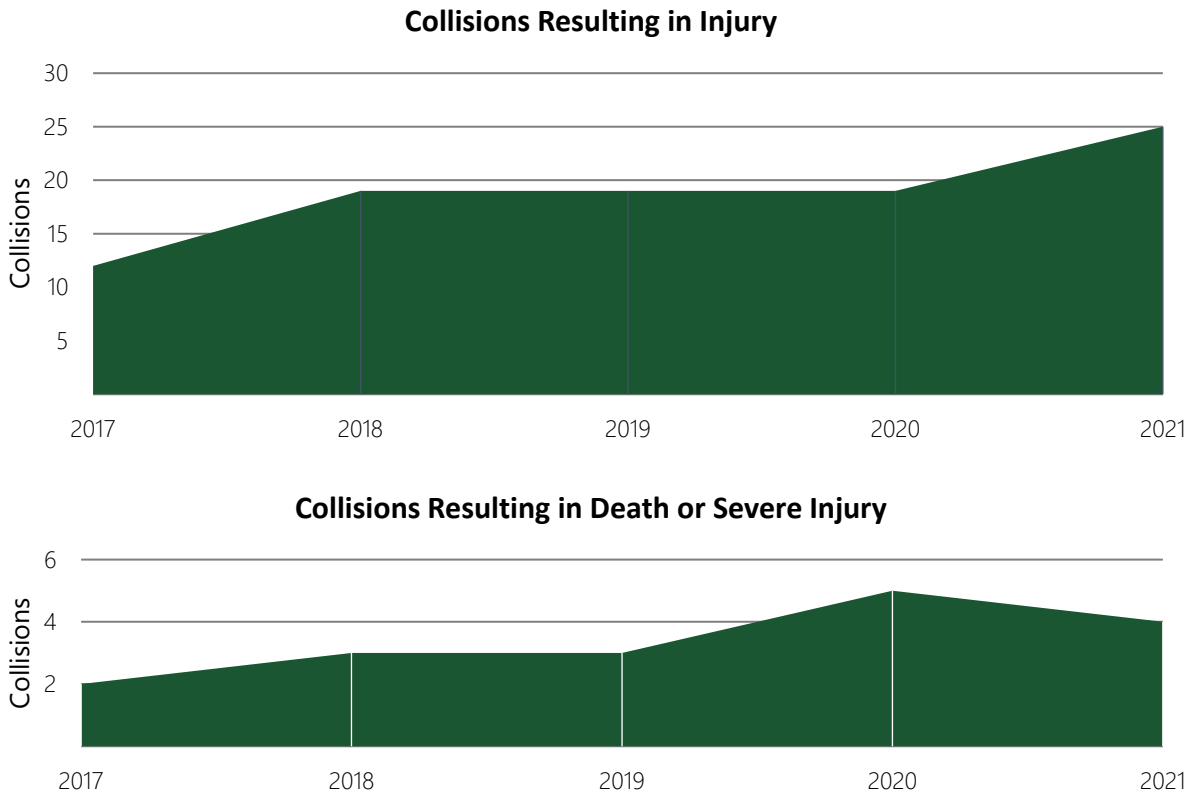
Source: Stanislaus County, 2023; Fehr & Peers, 2024.

Roadway Safety & Collision Analysis

To better understand how travel behaviors and roadway characteristics may be affecting overall roadway safety, data from the Transportation Injury Mapping System (TIMS) developed by the University of California Berkeley's Safe Transportation Research & Education Center (SafeTREC) was obtained. This data can be used to map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS data was pulled for the Plan Area for the five-year period from January 2017 through December 2021. A summary of total collisions resulting in injury and collisions resulting in death or severe injury within the Plan Area are shown in Figure 10.

Within the Plan Area, 94 total collisions were reported between 2017 and 2021, for an average of 19 collisions per year, as shown below. A decrease in collisions occurred during the beginning of the COVID-19 Pandemic associated with decreases in vehicle travel. Of the 94 total collisions, 14 resulted in a victim being severely injured and three resulted in death. Although total collisions decreased in 2020, correlating with the COVID-19 pandemic, there was a slight increase in collisions resulting in severe injury or death. Preliminary research by NHTSA has indicated that people who continued to drive during the pandemic may have engaged in riskier behaviors, including speeding.[3]

Figure 10: Collisions Resulting in Injury (2017-2021)

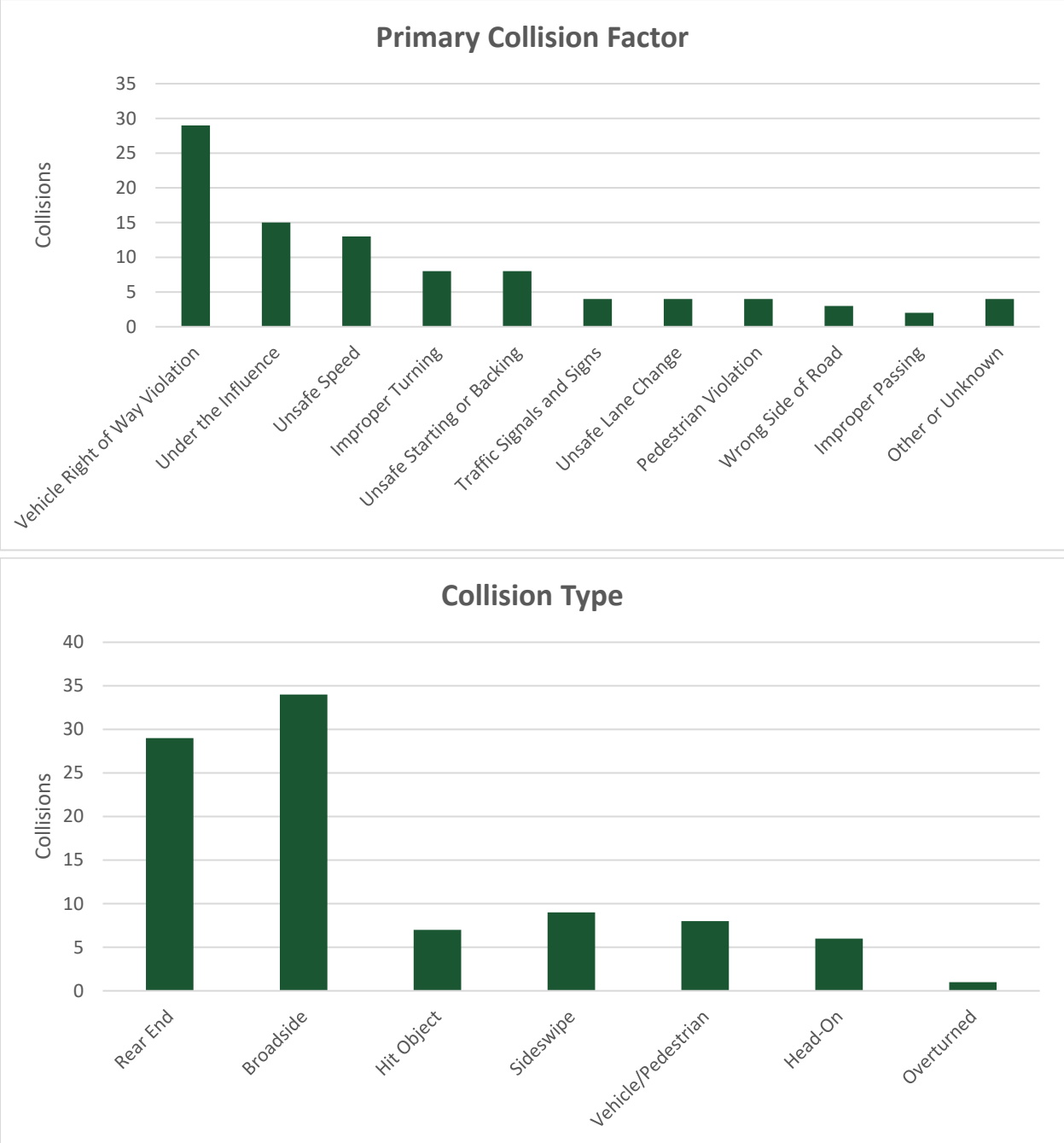


Source: UC Berkeley SafeTREC, 2023.

[3] https://www.nhtsa.gov/press-releases/usdot-releases-new-data-showing-road-fatalities-spiked-first-half-2021

As seen in **Figure 11**, the most common primary collision factors from 2017 to 2021 within the Plan Area were vehicle right of way violation (29 crashes, 26% of total), under the influence (15 crashes, 16%), and unsafe speed (13 crashes, 14%). The most common types of collision were broadside collisions (34 crashes, 36%) and rear end (29 crashes, 31%).

Figure 11: Primary Collision Factor and Collision Type (2017-2021)



Source: UC Berkeley Safe TREC, 2023.

The analysis also revealed the additional details:

- 72 collisions (77% of total) occurred at an intersection.
- 36 collisions (38% of total) occurred overnight (7PM to 6AM)
- 9 collisions (10% of total) involved pedestrians and 3 collisions (3% of total) involved bicyclists.
- 26 collisions (28% of total) involved pickup trucks.
- 4 collisions (4% of total) involved heavy duty/semi-trucks.

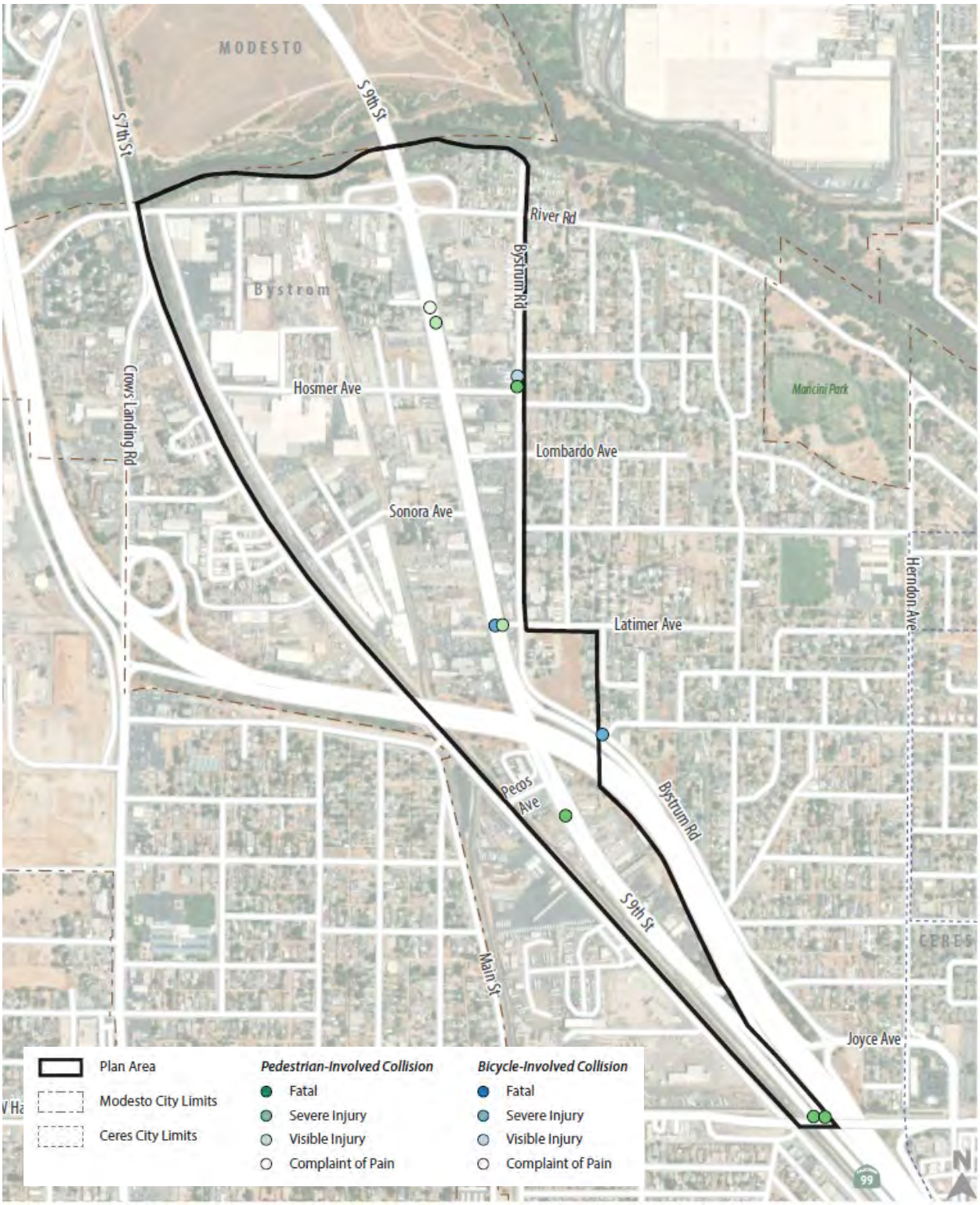
The location of vehicular, bicycle, and pedestrian collisions by severity are shown in **Figure 12a** and **Figure 12b**. As shown in **Figure 12a**, pedestrian and bicycle collisions between 2017 and 2021 on South 9th Street primarily occurred between River Road and Hosmer Avenue, at the intersection of Latimer Avenue, and near Pecos Avenue. Most vehicular collisions resulting in severe injury or death occurred at the intersections of South 9th Street / Homer Avenue and South 9th Street / Lombardo Avenue.

The location of collisions by primary collision factor are shown in **Figure 13**.

Along South 9th Street, the location-based analysis of primary collision factor revealed the following:

- Rear-ends were common at the intersection with River Road and immediately south. Conversations with community members indicated that this may be due to vehicles slowing to turn onto River Road/vehicles following too fast/closely as drivers make turns.
- Broadside collisions were common at unsignalized intersections with Hosmer Avenue, Lombardo Avenue, and Sonora Avenue, indicating potential turning issues. These collisions could be attributed to drivers misjudging gaps in traffic while making turns.
- Hit object collisions were prevalent between Hosmer Avenue and Lombardo Avenue. Hit objects were a combination of parked cars, signs, and light poles. At Lombardo Avenue, the same light pole has been knocked over multiple times and assumed by County Staff to be caused by vehicles traveling southbound on South 9th Street.

Figure 12a. Bicycle and Pedestrian Collisions by Severity (2017-2021)

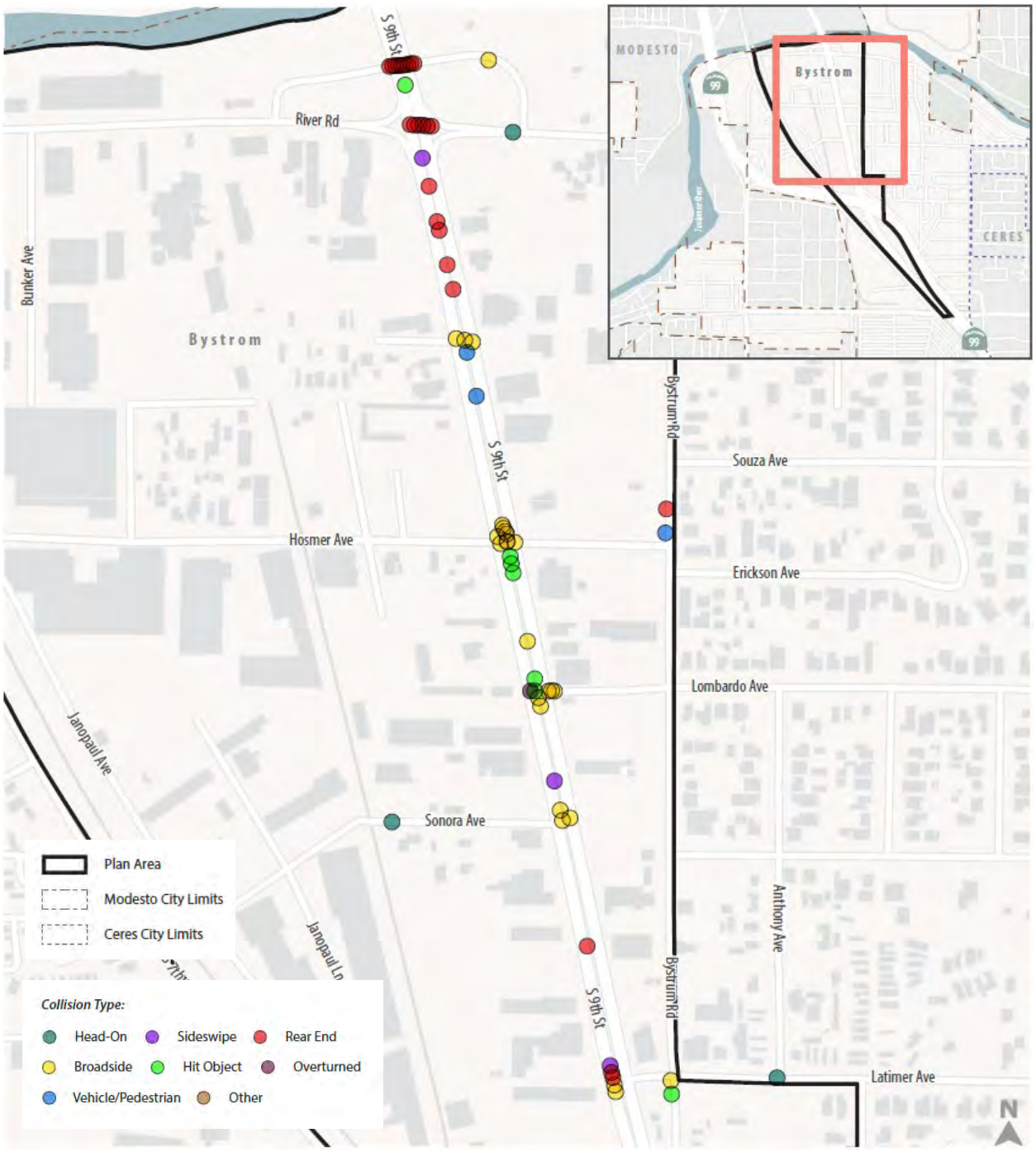


Source: *UC Berkeley Safe TREC, 2023; Fehr & Peers, 2024.*

Figure 12b. Vehicular Collisions by Severity (2017-2021)

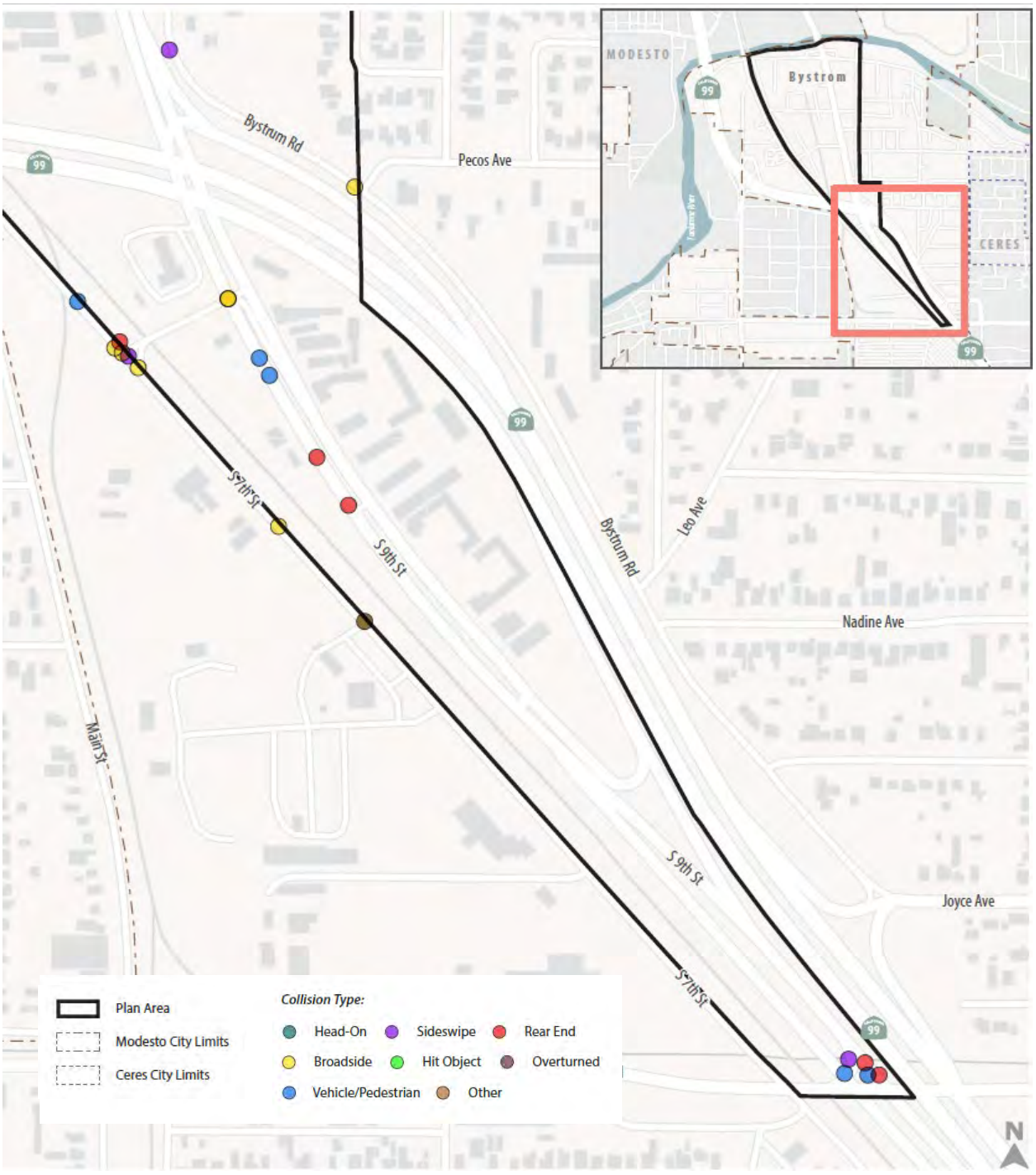
Source: UC Berkeley Safe TREC, 2023; Fehr & Peers, 2024.

Figure 13a: Collisions by Primary Collision Factor (2017-2021)



Source: UC Berkeley Safe TREC, 2023; Fehr & Peers, 2024.

Figure 14b: Collisions by Primary Collision Factor (2017-2021)



Source: *UC Berkeley SafeTREC, 2023; Fehr & Peers, 2024.*

Recent & Anticipated Work in the Plan Area

Altamont Corridor Express (ACE)

ACE is participating in a joint program with the Amtrak San Joaquin's rail line known as Valley Rail, which includes rail improvement and expansion between Sacramento and cities in the San Joaquin Valley.

Construction for the ACE extension is set to begin in 2024. One of the components of the Valley Rail program is the Modesto Station Area Partnerships, which plans to implement infrastructure improvements for downtown Modesto and provide transit-oriented development in the vicinity of the Modesto Transit Center. This comes in anticipation of ACE serving the City of Modesto by 2026. The Modesto Transit Center is located on 9th Street, 1.5 miles north of the Plan Area. Given the proximity of the Modesto Station Area Partnerships, there is potential for the project to provide greater transit access and economic benefit to the Plan Area. Within the Plan Area, ACE is expanding the rail lines to include a second track running parallel to the existing rail line, which will impact the at-grade crossing at Pecos Avenue. At the 7th Street / Pecos Avenue intersection, improved pedestrian crossings are slated for construction.

9th Street Pavement Rehabilitation Project

Stanislaus County Public Works previously drafted concepts for a pavement rehabilitation project on the corridor, including a new high visibility crossing at Hosmer Avenue. In 2020, Public Works released improvement plans for the 9th Street Pavement Rehabilitation Project. The plan includes the majority of South 9th Street covered in this project. Along with re-paving, key improvements include:

- Striping with bike lanes
- Construction of ADA compliant curb ramps at intersections
- Installing a material to reinforce the pavement where reflective cracking exists or could potentially occur.

South 7th Street Bridge Construction

The South 7th Street Bridge, approximately a third of a mile west of the South 9th Street Bridge, is currently weight restricted to 4 tons. Structural updates will be made to the bridge, with construction expected to occur in 2025 and beyond. This update will allow heavier trucks to access the route, which may have a redistributing effect on truck traffic on South 9th Street.

Opportunities & Constraints

South 9th Street is a busy corridor, serving as an important connection point between the City of Ceres and downtown Modesto. Existing transportation and land use issues along South 9th Street pose a variety of hardships that constrain the corridor from achieving its full potential. Although a number of long-standing commercial and industrial businesses are present, there is a desire to improve the appearance, vitality, and function of the corridor to support residents, existing businesses, and future investment. The opportunities outlined below are high level ideas only; they should be fully discussed, vetted, and refined with community members, property owners and businesses as part of the corridor planning process.

Constraints

Infrastructure quality, accessibility, and safety pose constraints to the corridor's transportation environment. These constraints are impacted by the availability of funding that further inhibits the ability for improvements to take place along the corridor.

Infrastructure Quality

While most of the roadways in the Plan Area are paved, pavement conditions vary in the Plan Area. Several key roadways in the Plan Area display cracks, potholes, and washouts which pose hazards to users of all modes. Users of Plan Area roadway facilities have long experienced difficulties with stormwater drainage, such as along Hosmer Avenue, Bystrum Road, and Pecos Avenue.

Accessibility

Bicycle and pedestrian facilities along the corridor are limited. Those that are present are not comfortable or accessible. Painted white lines along much of the South 9th Street corridor serve as a delineation between County right-of-way and private property and define the path of travel for pedestrians. These areas generally have gravel or uneven pavement and are frequently blocked by parked vehicles. With a few exceptions, the corridor is not compatible with Americans with Disabilities Act Standards for Accessible Design due to pavement unevenness, narrow clearance widths, lack of curb ramps, and other hinderances to a clear path of travel.

There are no existing bicycle facilities within the Plan Area, preventing a potential connection to nearby facilities such as the Tuolumne River Bike Trail directly north of the South 9th Street bridge and bike lanes on East Hatch Road to the south of the Plan Area in Ceres.

Safety

South 9th Street experiences a diverse mix of vehicles which can pose a safety hazard. In addition to bicyclists, pedestrians, and standard passenger vehicles, there are high volumes of pickup trucks and semi-trailer trucks along the corridor due to the industrial nature of the area. This can create conflicts between the roadway users as they compete for space both on the road and along the sidewalk and driveways.

Between 2017 and 2022, the corridor has experienced over 90 collisions. The factors that contribute to these collisions vary but can generally be attributed to the existing roadway design, signals, and the diverse composition of roadway users. Currently there are only two signalized intersections located at South 9th Street/Latimer Avenue and South 9th Street/Pecos Avenue. These intersections report lower collision severity in comparison to unsignalized intersections such as South 9th Street/Hosmer Avenue and South 9th Street/Lombardo Avenue that have reported fatalities.

Community members have also repeatedly expressed concerns with crime in the South 9th Street area, including assault, theft, and alcohol- and drug-related crimes. Apprehension towards personal safety in the Plan Area is prevalent. A combination of roadway safety challenges and crime contribute to a negative perception of safety.

Opportunities

Despite the challenges in the transportation environment along South 9th Street, there are several opportunities that allow for an improved streetscape, better connectivity, new land uses, and crime prevention. Not only can these opportunities improve the transportation environment, but they can also improve other facets of the corridor including community cohesion and economic development.

Improve Streetscape

The corridor will benefit from improving facilities for pedestrians and bicyclists, making it safer and more convenient for all users. In addition, amenities such as enhanced bus stops, street lighting, street trees, and other measures could be considered. When incorporating a mix of streetscape improvements, these measures have the potential to improve transportation safety and perceptions of personal safety along the corridor.

Better Connectivity

Given the use of South 9th Street as a transit corridor, the connections to surrounding neighborhoods could be improved to support transit use and access. Where there are existing streets, improving, or installing sidewalks and street lighting could be considered. In addition, the distance between cross streets along South 9th Street is as much as a quarter mile, affecting the area's walkability. As properties along South 9th Street are considered for potential redevelopment, there should be additional efforts to enhance connections along South 9th Street to promote walkability in the area. Also ensuring convenient and safe connections along South 9th Street to the north and south will provide better access to open space and destinations in Downtown Modesto and the City of Ceres.

Support New Land Uses

There are many commercial businesses along South 9th Street, however, uses directly along the corridor are more industrial in nature and not reflective of the corridor's General Commercial (C-2) zoning which permits uses such as stores, restaurants, or other neighborhood-serving retail. New businesses like these would serve both the employees and visitors to the existing businesses, as well as residents from the nearby neighborhood. In addition, new housing, or mixed-use housing with retail, could help provide needed new homes in this area. If planned well, these housing opportunities could potentially improve the safety and vitality of the South 9th Street corridor by providing "eyes on the street." The idea of eyes on the street proposes that the public realm is being surveyed and frequented by those living or working in the area to ensure the safety of their peers, property, and community is secured. The development of new land uses will also increase density and reduce the need for neighbors and workers to leave the area to access basic goods and services.

Crime Prevention

In addition to transportation safety, there is an opportunity to include interventions that pertain to personal safety. Crime prevention through environmental design (CPTED) can also be used to reduce the fear and incidence of crime and improve the quality of life by creating attractive, livable, and safe places.

Appendix C:
Existing Conditions Data

Traffic Data

Various forms of transportation-related data were collected within the Plan Area and analyzed during the development of the recommendations in the South 9th Street Corridor Plan. These include vehicle, pedestrian, and bicycle volume counts, and summaries of connected vehicle data. This data is summarized below.

Transportation Volume Data

Traffic volumes were collected at several locations and levels of detail.

Intersections

Intersection counts were collected across 24 hours on Wednesday, April 24, 2024, for vehicles, pedestrians, and bicyclists.

Roadway Segments

Roadway segment counts were collected across 48 hours on Tuesday, April 30, 2024 and Wednesday, May 1, 2024.

Intersection Volume Data

South 9th Street & River Road – Vehicle Volumes

Time	Southbound (S. 9th St)				Westbound (River Rd)				Northbound (S. 9th St)				Eastbound (River Rd)			
	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right
TOTAL	0	5	9,808	1510	3	0	0	3074	0	0	7,999	901	0	0	0	656
AM PEAK HOUR (7:30 - 8:30 AM)	0	0	507	87	0	0	0	331	0	0	822	31	0	0	0	38
Truck %	5.6%				3.0%				3.5%				7.9%			
PM PEAK HOUR (4:30 - 5:30 PM)	0	0	1,091	170	0	0	0	217	0	0	542	71	0	0	0	49
Truck %	3.0%				2.3%				3.9%				4.1%			

AM Peak Hour Truck Percentage: 4% | PM Peak Hour Truck Percentage: 3%

South 9th Street & River Road – Bicycle Volumes

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	
TOTAL	5	6	9	0	1	3	0	1	0	0	0	2	27

South 9th Street & River Road – Pedestrian Volumes

Time	Southbound		Westbound		Northbound		Eastbound	
	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings
TOTAL	4	1	10	15	4	1	20	12
AM PEAK HOUR (7:30 - 8:30 AM)	0	0	0	0	0	0	1	0
PM PEAK HOUR (4:30 - 5:30 PM)	0	0	3	0	1	1	0	1

South 9th Street & Hosmer Avenue - Vehicle Volumes

Time	Southbound (S. 9th St)				Westbound (Hosmer Ave)				Northbound (S. 9th St)				Eastbound (Hosmer Ave)			
	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right
TOTAL	77	403	9,761	164	3	133	12	302	90	227	8,295	163	0	108	6	243
AM PEAK HOUR (7:30 - 8:30 AM)	3	19	549	7	0	7	1	22	0	12	836	7	0	2	0	8
Truck %	5.9%				6.7%				2.7%				40.0%			
PM PEAK HOUR (4:30 - 5:30 PM)	6	35	1,094	7	1	2	3	20	5	15	547	9	0	12	0	27
Truck %	3.3%				3.8%				3.1%				2.6%			

AM Peak Hour Truck Percentage: 4% | PM Peak Hour Truck Percentage: 3%

South 9th Street & Hosmer Avenue – Bicycle Volumes

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	
TOTAL	3	9	1	4	2	0	1	19	2	4	3	2	50

South 9th Street & Hosmer Avenue – Pedestrian Volumes

Time	Southbound		Westbound		Northbound		Eastbound	
	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings
TOTAL	10	12	26	21	3	0	81	111
AM PEAK HOUR (7:30 - 8:30 AM)	0	1	2	1	0	0	3	6
PM PEAK HOUR (4:30 - 5:30 PM)	0	1	2	0	1	0	6	6

South 9th Street & Latimer Avenue - Vehicle Volumes

Time	Southbound (S. 9th St)				Westbound (Latimer Ave)				Northbound (S. 9th St)				Eastbound (Latimer Ave)			
	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right
TOTAL	172	1,998	8074	32	0	1180	4	2,204	119	32	6387	1,713	0	22	22	25
AM PEAK HOUR (7:30 - 8:30 AM)	4	107	412	0	0	100	0	219	6	1	653	89	0	0	1	0
Truck %	6.3%				1.9%				4.9%				0.0%			
PM PEAK HOUR (4:30 - 5:30 PM)	10	208	919	2	0	82	2	147	4	0	421	151	0	3	1	3
Truck %	2.8%				1.7%				3.1%				0.0%			

AM Peak hour Truck Percentage: 5% | PM Peak Hour Truck Percentage: 3%

South 9th Street & Latimer Avenue – Bicycle Volumes

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	
TOTAL	0	9	0	1	1	0	0	6	1	0	0	0	18

South 9th Street & Latimer Avenue – Pedestrian Volumes

Time	Southbound		Westbound		Northbound		Eastbound	
	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings
TOTAL	44	28	25	11	2	2	122	120
AM PEAK HOUR (7:30 - 8:30 AM)	1	0	1	0	0	0	4	6
PM PEAK HOUR (4:30 - 5:30 PM)	2	2	0	0	0	1	7	5

South 9th Street & Pecos Avenue - Vehicle Volumes

Time	Southbound (S. 9th St)				Westbound (Pecos Ave)				Northbound (S. 9th St)				Eastbound (Pecos Ave)			
	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right	U Turns	Left	Through	Right
TOTAL	24	0	6053	3623	-	-	-	-	69	357	1458	0	0	2792	0	887
AM PEAK HOUR (7:30 - 8:30 AM)	1	0	304	220	-	-	-	-	2	21	68	0	0	222	0	52
Truck %	5.7%				NA				8.8%				7.7%			
PM PEAK HOUR (4:30 - 5:30 PM)	2	0	686	332	-	-	-	-	2	27	100	0	0	220	0	68
Truck %	3.2%				NA				10.1%				4.2%			

AM Peak hour Truck Percentage: 7% | PM Peak Hour Truck Percentage: 4%

South 9th Street & Pecos Avenue – Bicycle Volumes

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	Left	Straight	Right	
TOTAL	0	3	10	-	-	-	2	2	0	7	0	3	27

South 9th Street & Pecos Avenue – Pedestrian Volumes

Time	Southbound		Westbound		Northbound		Eastbound	
	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings	EB Crosswalk Crossings	WB Crosswalk Crossings	NB Crosswalk Crossings	SB Crosswalk Crossings
TOTAL	4	0	NA	NA	9	13	18	15
AM PEAK HOUR (7:30 - 8:30 AM)	0	0	NA	NA	0	1	2	0
PM PEAK HOUR (4:30 - 5:30 PM)	0	0	NA	NA	0	3	2	0

Prepared by National Data & Surveying Services

VOLUME

S 9th St N/O Sonora Ave

Day: Tuesday
Date: 4/30/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	8,580	10,048	0	0	18,628

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	17	59			76	12:00	106	176			282
0:15	20	26			46	12:15	103	150			253
0:30	21	25			46	12:30	128	148			276
0:45	15	11			26	12:45	116	142			258
1:00	15	12			27	13:00	113	164			277
1:15	7	9			16	13:15	116	130			246
1:30	10	16			26	13:30	131	162			293
1:45	7	14			21	13:45	132	177			309
2:00	16	11			27	14:00	111	204			315
2:15	4	14			18	14:15	104	213			317
2:30	13	12			25	14:30	150	167			317
2:45	7	7			14	14:45	156	194			350
3:00	7	15			22	15:00	179	190			369
3:15	18	19			37	15:15	167	208			375
3:30	9	6			15	15:30	149	268			417
3:45	19	20			39	15:45	128	248			376
4:00	15	17			32	16:00	167	274			441
4:15	20	15			35	16:15	140	242			382
4:30	27	17			44	16:30	167	255			422
4:45	41	41			82	16:45	122	258			380
5:00	42	32			74	17:00	173	256			429
5:15	72	33			105	17:15	157	247			404
5:30	90	39			129	17:30	131	238			369
5:45	72	43			115	17:45	91	179			270
6:00	70	67			137	18:00	93	191			284
6:15	89	81			170	18:15	92	169			261
6:30	132	65			197	18:30	86	131			217
6:45	142	85			227	18:45	92	96			188
7:00	143	68			211	19:00	82	83			165
7:15	198	88			286	19:15	68	99			167
7:30	185	134			319	19:30	57	103			160
7:45	210	136			346	19:45	82	100			182
8:00	215	144			359	20:00	56	77			133
8:15	207	126			333	20:15	57	85			142
8:30	198	95			293	20:30	59	81			140
8:45	152	105			257	20:45	60	78			138
9:00	135	116			251	21:00	56	59			115
9:15	128	118			246	21:15	57	80			137
9:30	130	121			251	21:30	47	55			102
9:45	121	119			240	21:45	32	76			108
10:00	126	136			262	22:00	42	55			97
10:15	127	129			256	22:15	29	56			85
10:30	115	103			218	22:30	45	38			83
10:45	124	136			260	22:45	39	36			75
11:00	110	137			247	23:00	60	42			102
11:15	99	148			247	23:15	41	44			85
11:30	118	157			275	23:30	17	42			59
11:45	108	132			240	23:45	28	23			51
TOTALS	3966	3259	0	0	7225	TOTALS	4614	6789	0	0	11403
SPLIT %	55%	45%	0%	0%	39%	SPLIT %	40%	60%	0%	0%	61%

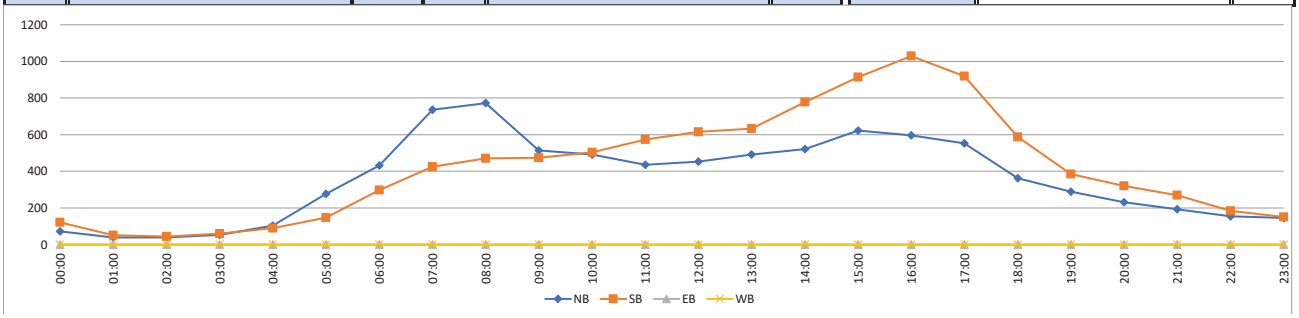
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	73	121			194
01:00	02:00	39	51			90
02:00	03:00	40	44			84
03:00	04:00	53	60			113
04:00	05:00	103	90			193
05:00	06:00	276	147			423
06:00	07:00	433	298			731
07:00	08:00	736	426			1162
08:00	09:00	772	470			1242
09:00	10:00	514	474			988
10:00	11:00	492	504			996
11:00	12:00	435	574			1009
12:00	13:00	453	616			1069
13:00	14:00	492	633			1125
14:00	15:00	521	778			1299
15:00	16:00	623	914			1537
16:00	17:00	596	1029			1625
17:00	18:00	552	920			1472
18:00	19:00	363	587			950
19:00	20:00	289	385			674
20:00	21:00	232	321			553
21:00	22:00	192	270			462
22:00	23:00	155	185			340
23:00	00:00	146	151			297

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3966	3259			7225
Peak Hour	7:45	10:45			7:30
Peak Volume	830	578			1357
Peak Hour Factor	0.965	0.920			0.945
Peak Period	12:00	to	00:00		
Volume	4614	6789			11403
Peak Hour	14:30	15:30			16:30
Peak Volume	652	1032			1635
Peak Hour Factor	0.911	0.942			0.953
Peak Period	07:00	to	09:00		
Volume	1508	896			2404
Peak Hour	7:45	7:30			7:30
Peak Volume	830	540			1357
Peak Hour Factor	0.965	0.938			0.945
Peak Period	16:00	to	18:00		
Volume	1148	1949			3097
Peak Hour	16:30	16:00			16:30
Peak Volume	619	1029			1635
Peak Hour Factor	0.895	0.939			0.953



Prepared by National Data & Surveying Services

VOLUME

S 9th St N/O Sonora Ave

Day: Wednesday
Date: 5/1/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	8,968	10,219	0	0	19,187

15-Minutes Interval

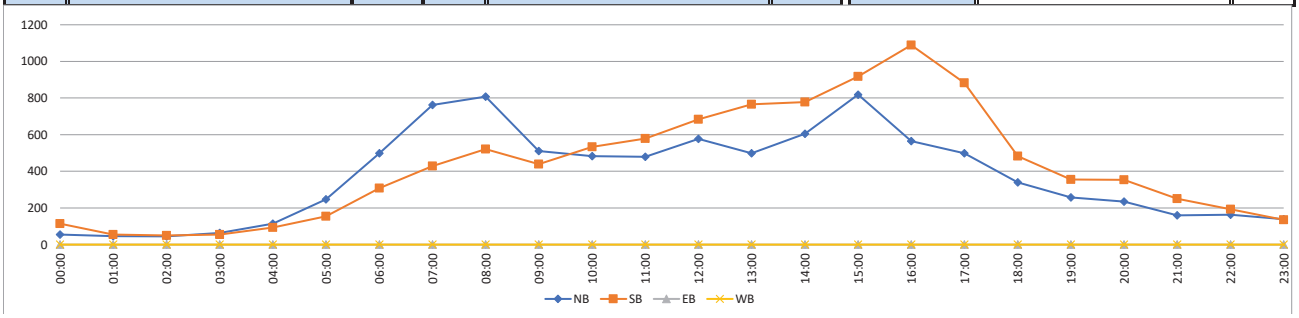
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	65			83	12:00	152	173			325
0:15	13	16			29	12:15	143	165			308
0:30	19	18			37	12:30	144	169			313
0:45	5	16			21	12:45	139	177			316
1:00	9	12			21	13:00	115	178			293
1:15	19	14			33	13:15	121	214			335
1:30	10	16			26	13:30	113	195			308
1:45	8	12			20	13:45	149	179			328
2:00	15	20			35	14:00	149	164			313
2:15	10	13			23	14:15	129	204			333
2:30	8	4			12	14:30	156	189			345
2:45	12	13			25	14:45	171	221			392
3:00	10	17			27	15:00	214	201			415
3:15	19	14			33	15:15	226	183			409
3:30	19	9			28	15:30	198	259			457
3:45	16	15			31	15:45	181	275			456
4:00	14	21			35	16:00	167	271			438
4:15	21	14			35	16:15	136	276			412
4:30	30	22			52	16:30	146	278			424
4:45	49	36			85	16:45	116	264			380
5:00	31	28			59	17:00	152	236			388
5:15	69	36			105	17:15	141	257			398
5:30	70	38			108	17:30	125	219			344
5:45	77	53			130	17:45	80	170			250
6:00	63	88			151	18:00	84	152			236
6:15	119	79			198	18:15	108	133			241
6:30	138	67			205	18:30	81	93			174
6:45	179	74			253	18:45	66	105			171
7:00	152	64			216	19:00	56	109			165
7:15	186	94			280	19:15	66	76			142
7:30	209	143			352	19:30	58	74			132
7:45	216	128			344	19:45	77	96			173
8:00	224	151			375	20:00	42	95			137
8:15	223	142			365	20:15	52	81			133
8:30	200	113			313	20:30	76	82			158
8:45	161	115			276	20:45	64	96			160
9:00	118	114			232	21:00	32	81			113
9:15	126	101			227	21:15	52	54			106
9:30	134	113			247	21:30	34	59			93
9:45	133	111			244	21:45	42	57			99
10:00	132	118			250	22:00	33	46			79
10:15	111	139			250	22:15	39	63			102
10:30	115	141			256	22:30	42	54			96
10:45	125	135			260	22:45	49	30			79
11:00	122	135			257	23:00	54	32			86
11:15	127	116			243	23:15	44	36			80
11:30	118	181			299	23:30	18	29			47
11:45	112	147			259	23:45	22	38			60
TOTALS	4114	3331	0	0	7445	TOTALS	4854	6888	0	0	11742
SPLIT %	55%	45%	0%	0%	39%	SPLIT %	41%	59%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	55	115			170
01:00	02:00	46	54			100
02:00	03:00	45	50			95
03:00	04:00	64	55			119
04:00	05:00	114	93			207
05:00	06:00	247	155			402
06:00	07:00	499	308			807
07:00	08:00	763	429			1192
08:00	09:00	808	521			1329
09:00	10:00	511	439			950
10:00	11:00	483	533			1016
11:00	12:00	479	579			1058
12:00	13:00	578	684			1262
13:00	14:00	498	766			1264
14:00	15:00	605	778			1383
15:00	16:00	819	918			1737
16:00	17:00	565	1089			1654
17:00	18:00	498	882			1380
18:00	19:00	339	483			822
19:00	20:00	257	355			612
20:00	21:00	234	354			588
21:00	22:00	160	251			411
22:00	23:00	163	193			356
23:00	00:00	138	135			273

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4114	3331			7445
Peak Hour	7:30	11:00			7:30
Peak Volume	872	579			1436
Peak Hour Factor	0.973	0.800			0.957
Peak Period	12:00	to	00:00		
Volume	4854	6888			11742
Peak Hour	15:00	15:45			15:30
Peak Volume	819	1100			1763
Peak Hour Factor	0.906	0.989			0.964
Peak Period	07:00	to	09:00		
Volume	1571	950			2521
Peak Hour	7:30	7:30			7:30
Peak Volume	872	564			1436
Peak Hour Factor	0.973	0.934			0.957
Peak Period	16:00	to	18:00		
Volume	1063	1971			3034
Peak Hour	16:00	16:00			16:00
Peak Volume	565	1089			1654
Peak Hour Factor	0.846	0.979			0.944



Prepared by National Data & Surveying Services

VOLUME

S 9th St S/O Pecos Ave

Day: Tuesday
Date: 4/30/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	1,847	7,189	0	0	9,036

15-Minutes Interval

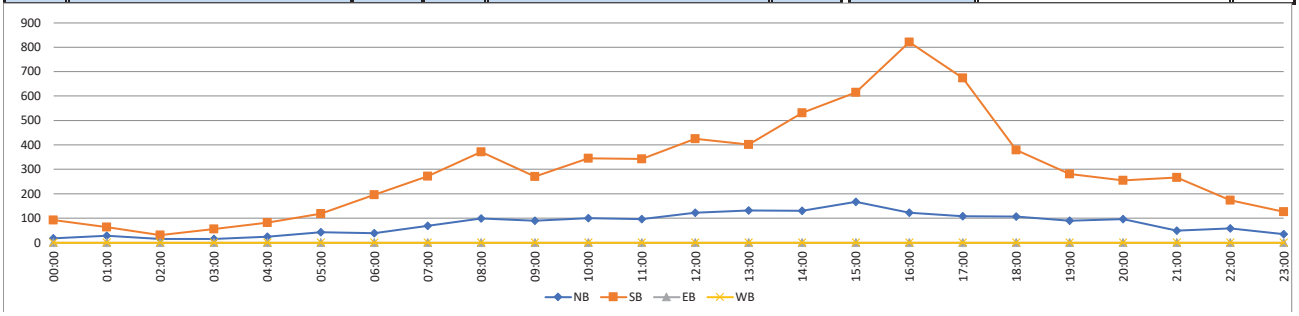
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	41			44	12:00	38	113			151
0:15	1	13			14	12:15	30	107			137
0:30	9	17			26	12:30	27	110			137
0:45	4	21			25	12:45	27	95			122
1:00	7	17			24	13:00	31	99			130
1:15	3	12			15	13:15	34	105			139
1:30	10	17			27	13:30	27	89			116
1:45	8	18			26	13:45	39	109			148
2:00	1	4			5	14:00	27	132			159
2:15	6	8			14	14:15	29	140			169
2:30	5	10			15	14:30	30	126			156
2:45	3	9			12	14:45	44	133			177
3:00	4	10			14	15:00	39	130			169
3:15	2	12			14	15:15	47	166			213
3:30	4	14			18	15:30	40	158			198
3:45	5	20			25	15:45	41	161			202
4:00	5	13			18	16:00	31	178			209
4:15	7	18			25	16:15	29	192			221
4:30	6	30			36	16:30	35	237			272
4:45	6	21			27	16:45	27	214			241
5:00	8	21			29	17:00	23	193			216
5:15	12	31			43	17:15	30	191			221
5:30	13	35			48	17:30	23	170			193
5:45	10	31			41	17:45	32	120			152
6:00	10	60			70	18:00	23	124			147
6:15	10	46			56	18:15	31	115			146
6:30	12	38			50	18:30	27	75			102
6:45	7	52			59	18:45	25	65			90
7:00	15	56			71	19:00	23	91			114
7:15	19	59			78	19:15	20	72			92
7:30	12	82			94	19:30	27	60			87
7:45	23	75			98	19:45	19	58			77
8:00	36	104			140	20:00	15	57			72
8:15	20	88			108	20:15	20	56			76
8:30	25	100			125	20:30	28	80			108
8:45	18	79			97	20:45	33	62			95
9:00	19	64			83	21:00	10	78			88
9:15	20	75			95	21:15	10	62			72
9:30	27	60			87	21:30	12	62			74
9:45	24	72			96	21:45	17	64			81
10:00	28	77			105	22:00	17	58			75
10:15	36	85			121	22:15	16	46			62
10:30	13	102			115	22:30	15	35			50
10:45	23	81			104	22:45	10	35			45
11:00	13	82			95	23:00	10	43			53
11:15	25	77			102	23:15	12	26			38
11:30	35	100			135	23:30	7	32			39
11:45	23	83			106	23:45	5	25			30
TOTALS	635	2240	0	0	2875	TOTALS	1212	4949	0	0	6161
SPLIT %	22%	78%	0%	0%	32%	SPLIT %	20%	80%	0%	0%	68%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	17	92			109
01:00	02:00	28	64			92
02:00	03:00	15	31			46
03:00	04:00	15	56			71
04:00	05:00	24	82			106
05:00	06:00	43	118			161
06:00	07:00	39	196			235
07:00	08:00	69	272			341
08:00	09:00	99	371			470
09:00	10:00	90	271			361
10:00	11:00	100	345			445
11:00	12:00	96	342			438
12:00	13:00	122	425			547
13:00	14:00	131	402			533
14:00	15:00	130	531			661
15:00	16:00	167	615			782
16:00	17:00	122	821			943
17:00	18:00	108	674			782
18:00	19:00	106	379			485
19:00	20:00	89	281			370
20:00	21:00	96	255			351
21:00	22:00	49	266			315
22:00	23:00	58	174			232
23:00	00:00	34	126			160

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	635	2240			2875
Peak Hour	9:30	8:00			7:45
Peak Volume	115	371			471
Peak Hour Factor	0.799	0.892			0.841
Peak Period	12:00	to	00:00		
Volume	1212	4949			6161
Peak Hour	14:45	16:15			16:15
Peak Volume	170	836			950
Peak Hour Factor	0.904	0.882			0.873
Peak Period	07:00	to	09:00		
Volume	168	643			811
Peak Hour	7:45	8:00			7:45
Peak Volume	104	371			471
Peak Hour Factor	0.722	0.892			0.841
Peak Period	16:00	to	18:00		
Volume	230	1495			1725
Peak Hour	16:00	16:15			16:15
Peak Volume	122	836			950
Peak Hour Factor	0.871	0.882			0.873



Prepared by National Data & Surveying Services

VOLUME

S 9th St S/O Pecos Ave

Day: Wednesday
Date: 5/1/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	1,805	7,228	0	0	9,033

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	48			52	12:00	31	113			144
0:15	4	27			31	12:15	28	97			125
0:30	3	20			23	12:30	24	94			118
0:45	2	8			10	12:45	35	111			146
1:00	3	18			21	13:00	21	108			129
1:15	4	8			12	13:15	36	98			134
1:30	3	5			8	13:30	24	113			137
1:45	3	15			18	13:45	38	129			167
2:00	3	9			12	14:00	29	108			137
2:15	5	7			12	14:15	36	136			172
2:30	8	12			20	14:30	29	135			164
2:45	5	15			20	14:45	38	130			168
3:00	8	11			19	15:00	42	158			200
3:15	4	9			13	15:15	42	151			193
3:30	3	9			12	15:30	42	183			225
3:45	5	14			19	15:45	37	155			192
4:00	4	15			19	16:00	39	174			213
4:15	7	14			21	16:15	34	198			232
4:30	3	9			12	16:30	30	213			243
4:45	4	20			24	16:45	22	182			204
5:00	6	28			34	17:00	33	215			248
5:15	9	30			39	17:15	19	194			213
5:30	9	31			40	17:30	40	183			223
5:45	7	39			46	17:45	31	157			188
6:00	6	58			64	18:00	32	134			166
6:15	5	57			62	18:15	37	115			152
6:30	13	41			54	18:30	24	90			114
6:45	13	38			51	18:45	24	76			100
7:00	11	53			64	19:00	15	76			91
7:15	12	57			69	19:15	26	84			110
7:30	15	85			100	19:30	30	80			110
7:45	23	91			114	19:45	24	78			102
8:00	29	119			148	20:00	23	54			77
8:15	30	89			119	20:15	26	74			100
8:30	23	54			77	20:30	25	78			103
8:45	22	88			110	20:45	14	48			62
9:00	20	67			87	21:00	21	50			71
9:15	18	93			111	21:15	19	38			57
9:30	15	61			76	21:30	18	58			76
9:45	23	69			92	21:45	14	45			59
10:00	29	89			118	22:00	8	33			41
10:15	21	90			111	22:15	13	32			45
10:30	20	79			99	22:30	4	30			34
10:45	26	97			123	22:45	7	31			38
11:00	18	104			122	23:00	12	24			36
11:15	28	92			120	23:15	8	17			25
11:30	19	102			121	23:30	10	22			32
11:45	27	106			133	23:45	9	26			35
TOTALS	582	2300	0	0	2882	TOTALS	1223	4928	0	0	6151
SPLIT %	20%	80%	0%	0%	32%	SPLIT %	20%	80%	0%	0%	68%

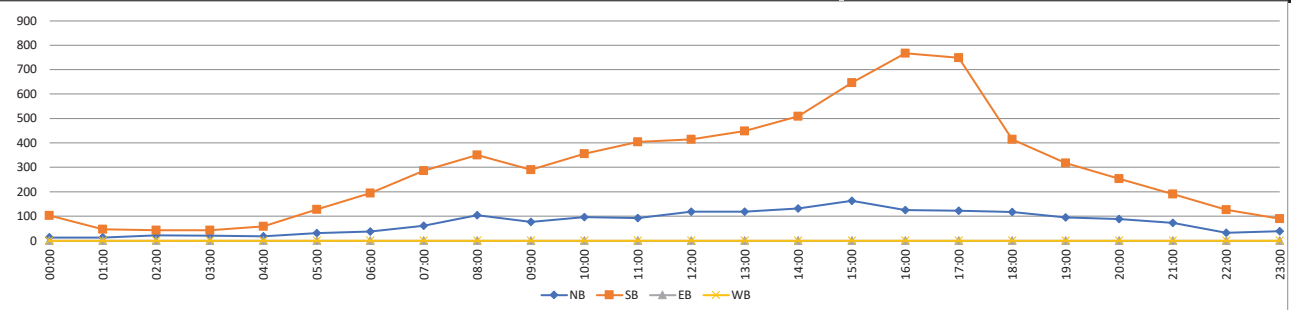
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	13	103			116
01:00	02:00	13	46			59
02:00	03:00	21	43			64
03:00	04:00	20	43			63
04:00	05:00	18	58			76
05:00	06:00	31	128			159
06:00	07:00	37	194			231
07:00	08:00	61	286			347
08:00	09:00	104	350			454
09:00	10:00	76	290			366
10:00	11:00	96	355			451
11:00	12:00	92	404			496
12:00	13:00	118	415			533
13:00	14:00	119	448			567
14:00	15:00	132	509			641
15:00	16:00	163	647			810
16:00	17:00	125	767			892
17:00	18:00	123	749			872
18:00	19:00	117	415			532
19:00	20:00	95	318			413
20:00	21:00	88	254			342
21:00	22:00	72	191			263
22:00	23:00	32	126			158
23:00	00:00	39	89			128

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	582	2300			2882
Peak Hour	7:45	11:00			11:00
Peak Volume	105	404			496
Peak Hour Factor	0.875	0.953			0.932
Peak Period	12:00	to	00:00		
Volume	1223	4928			6151
Peak Hour	14:45	16:15			16:15
Peak Volume	164	808			927
Peak Hour Factor	0.976	0.940			0.934
Peak Period	07:00	to	09:00		
Volume	165	636			801
Peak Hour	7:45	7:30			7:30
Peak Volume	105	384			481
Peak Hour Factor	0.875	0.807			0.813
Peak Period	16:00	to	18:00		
Volume	248	1516			1764
Peak Hour	16:00	16:15			16:15
Peak Volume	125	808			927
Peak Hour Factor	0.801	0.940			0.934



Prepared by National Data & Surveying Services

VOLUME

Bystrum Rd S/O Lombardo Ave

Day: Tuesday
Date: 4/30/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	675	803	0	0	1,478

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	2			3	12:00	12	10			22
0:15	1	2			3	12:15	11	7			18
0:30	3	1			4	12:30	6	11			17
0:45	0	0			0	12:45	15	7			22
1:00	0	0			0	13:00	14	13			27
1:15	0	2			2	13:15	10	10			20
1:30	1	1			2	13:30	13	17			30
1:45	1	2			3	13:45	11	11			22
2:00	0	2			2	14:00	7	10			17
2:15	1	0			1	14:15	9	16			25
2:30	0	4			4	14:30	17	8			25
2:45	2	0			2	14:45	22	12			34
3:00	2	0			2	15:00	9	14			23
3:15	0	1			1	15:15	9	22			31
3:30	2	0			2	15:30	15	16			31
3:45	0	0			0	15:45	14	10			24
4:00	2	2			4	16:00	10	21			31
4:15	3	2			5	16:15	11	17			28
4:30	0	5			5	16:30	12	11			23
4:45	4	4			8	16:45	11	15			26
5:00	3	2			5	17:00	13	23			36
5:15	4	3			7	17:15	12	13			25
5:30	3	1			4	17:30	13	13			26
5:45	1	3			4	17:45	13	18			31
6:00	4	6			10	18:00	9	13			22
6:15	3	8			11	18:15	10	14			24
6:30	3	6			9	18:30	9	6			15
6:45	6	6			12	18:45	11	16			27
7:00	7	6			13	19:00	12	9			21
7:15	7	15			22	19:15	9	10			19
7:30	8	25			33	19:30	7	6			13
7:45	9	18			27	19:45	6	12			18
8:00	17	10			27	20:00	8	13			21
8:15	12	13			25	20:15	12	11			23
8:30	10	11			21	20:30	15	2			17
8:45	8	7			15	20:45	5	10			15
9:00	9	12			21	21:00	9	10			19
9:15	7	11			18	21:15	9	14			23
9:30	5	6			11	21:30	6	3			9
9:45	8	4			12	21:45	7	7			14
10:00	5	8			13	22:00	2	9			11
10:15	10	7			17	22:15	12	5			17
10:30	2	14			16	22:30	2	8			10
10:45	7	7			14	22:45	9	5			14
11:00	6	9			15	23:00	3	4			7
11:15	6	9			15	23:15	1	2			3
11:30	5	12			17	23:30	5	6			11
11:45	8	12			20	23:45	2	2			4
TOTALS	206	281	0	0	487	TOTALS	469	522	0	0	991
SPLIT %	42%	58%	0%	0%	33%	SPLIT %	47%	53%	0%	0%	67%

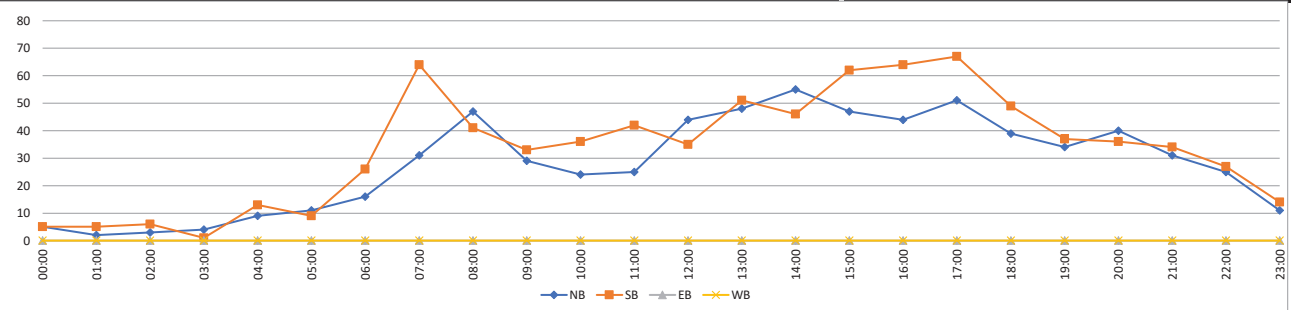
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	5	5			10
01:00	02:00	2	5			7
02:00	03:00	3	6			9
03:00	04:00	4	1			5
04:00	05:00	9	13			22
05:00	06:00	11	9			20
06:00	07:00	16	26			42
07:00	08:00	31	64			95
08:00	09:00	47	41			88
09:00	10:00	29	33			62
10:00	11:00	24	36			60
11:00	12:00	25	42			67
12:00	13:00	44	35			79
13:00	14:00	48	51			99
14:00	15:00	55	46			101
15:00	16:00	47	62			109
16:00	17:00	44	64			108
17:00	18:00	51	67			118
18:00	19:00	39	49			88
19:00	20:00	34	37			71
20:00	21:00	40	36			76
21:00	22:00	31	34			65
22:00	23:00	25	27			52
23:00	00:00	11	14			25

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	206	281			487
Peak Hour	7:45	7:15			7:30
Peak Volume	48	68			112
Peak Hour Factor	0.706	0.680			0.848
Peak Period	12:00	to	00:00		
Volume	469	522			991
Peak Hour	14:15	15:15			14:45
Peak Volume	57	69			119
Peak Hour Factor	0.648	0.784			0.875
Peak Period	07:00	to	09:00		
Volume	78	105			183
Peak Hour	7:45	7:15			7:30
Peak Volume	48	68			112
Peak Hour Factor	0.706	0.680			0.848
Peak Period	16:00	to	18:00		
Volume	95	131			226
Peak Hour	17:00	17:00			17:00
Peak Volume	51	67			118
Peak Hour Factor	0.981	0.728			0.819



Prepared by National Data & Surveying Services

VOLUME

Bystrum Rd S/O Lombardo Ave

Day: Wednesday
Date: 5/1/2024

DAILY TOTALS	NB	SB	EB	WB	Total
	782	814	0	0	1,596

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	4	4			8	12:00	8	12			20
0:15	3	0			3	12:15	7	14			21
0:30	0	4			4	12:30	16	11			27
0:45	4	1			5	12:45	9	12			21
1:00	1	0			1	13:00	14	13			27
1:15	0	1			1	13:15	13	17			30
1:30	1	1			2	13:30	10	14			24
1:45	1	3			4	13:45	11	13			24
2:00	1	0			1	14:00	12	22			34
2:15	2	1			3	14:15	17	13			30
2:30	1	0			1	14:30	23	17			40
2:45	3	0			3	14:45	13	9			22
3:00	0	0			0	15:00	20	10			30
3:15	1	3			4	15:15	13	17			30
3:30	2	2			4	15:30	13	17			30
3:45	0	0			0	15:45	20	13			33
4:00	0	1			1	16:00	18	14			32
4:15	1	2			3	16:15	13	23			36
4:30	1	6			7	16:30	17	21			38
4:45	6	4			10	16:45	11	17			28
5:00	3	1			4	17:00	10	14			24
5:15	1	5			6	17:15	18	14			32
5:30	7	5			12	17:30	14	18			32
5:45	3	2			5	17:45	11	15			26
6:00	3	5			8	18:00	12	13			25
6:15	1	2			3	18:15	22	11			33
6:30	1	4			5	18:30	10	10			20
6:45	7	8			15	18:45	9	16			25
7:00	5	10			15	19:00	22	8			30
7:15	3	9			12	19:15	9	3			12
7:30	3	15			18	19:30	7	8			15
7:45	8	20			28	19:45	16	11			27
8:00	10	16			26	20:00	19	13			32
8:15	7	9			16	20:15	8	10			18
8:30	11	12			23	20:30	7	7			14
8:45	7	11			18	20:45	9	15			24
9:00	8	9			17	21:00	10	3			13
9:15	3	7			10	21:15	7	10			17
9:30	6	8			14	21:30	1	1			2
9:45	12	10			22	21:45	11	7			18
10:00	8	9			17	22:00	5	3			8
10:15	13	12			25	22:15	10	5			15
10:30	7	11			18	22:30	4	2			6
10:45	14	10			24	22:45	6	4			10
11:00	11	15			26	23:00	9	3			12
11:15	12	9			21	23:15	5	2			7
11:30	7	6			13	23:30	7	2			9
11:45	12	13			25	23:45	1	1			2
TOTALS	225	286	0	0	511	TOTALS	557	528	0	0	1085
SPLIT %	44%	56%	0%	0%	32%	SPLIT %	51%	49%	0%	0%	68%

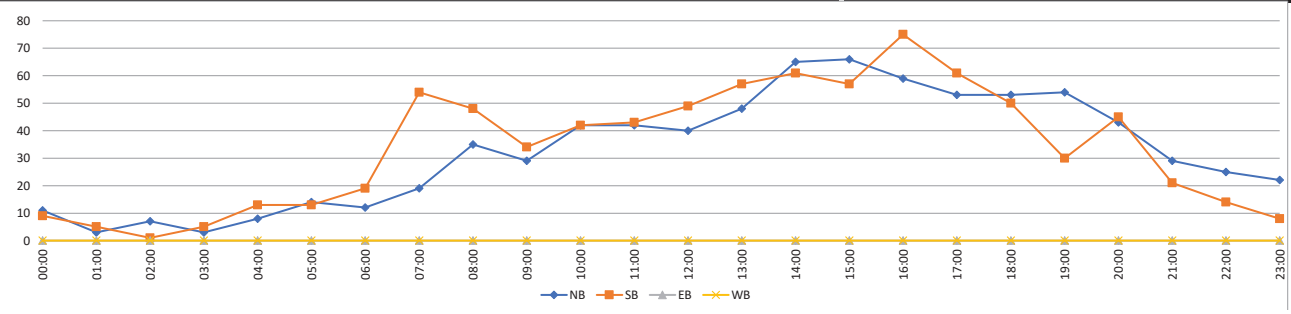
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	11	9			20
01:00	02:00	3	5			8
02:00	03:00	7	1			8
03:00	04:00	3	5			8
04:00	05:00	8	13			21
05:00	06:00	14	13			27
06:00	07:00	12	19			31
07:00	08:00	19	54			73
08:00	09:00	35	48			83
09:00	10:00	29	34			63
10:00	11:00	42	42			84
11:00	12:00	42	43			85
12:00	13:00	40	49			89
13:00	14:00	48	57			105
14:00	15:00	65	61			126
15:00	16:00	66	57			123
16:00	17:00	59	75			134
17:00	18:00	53	61			114
18:00	19:00	53	50			103
19:00	20:00	54	30			84
20:00	21:00	43	45			88
21:00	22:00	29	21			50
22:00	23:00	25	14			39
23:00	00:00	22	8			30

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	225	286			511
Peak Hour	10:15	7:15			7:45
Peak Volume	45	60			93
Peak Hour Factor	0.804	0.750			0.830
Peak Period	12:00	to	00:00		
Volume	557	528			1085
Peak Hour	14:15	16:00			15:45
Peak Volume	73	75			139
Peak Hour Factor	0.793	0.815			0.914
Peak Period	07:00	to	09:00		
Volume	54	102			156
Peak Hour	7:45	7:15			7:45
Peak Volume	36	60			93
Peak Hour Factor	0.818	0.750			0.830
Peak Period	16:00	to	18:00		
Volume	112	136			248
Peak Hour	16:00	16:00			16:00
Peak Volume	59	75			134
Peak Hour Factor	0.819	0.815			0.882



Speed Data

StreetLight Data uses connected vehicle data sourced from car models that support location tracking via GPS.

Streetlight Network Analysis data was collected from January 1, 2023, to May 31, 2023. This dataset includes speed data broken down on an hourly basis each day, providing average traffic speeds during this period. For this analysis we compared Average and Median speeds for AM and PM Peak Hours (8am-9am and 4pm-5pm).

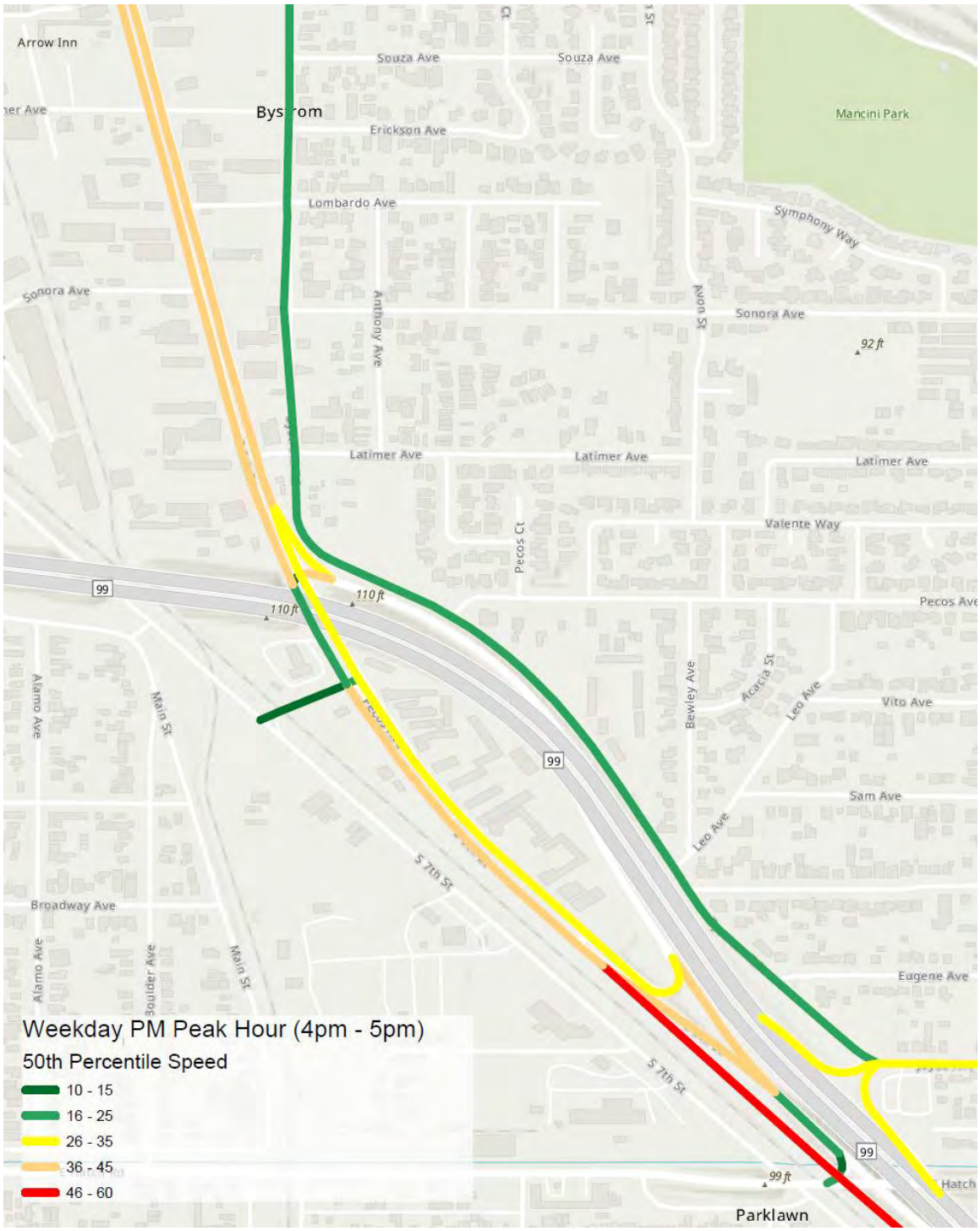
AM Peak Hour: As shown in Figure C-1 below, vehicles heading southbound (SB) on South 9th Street have an average speed of 41 mph north of the State Route (SR) 99 overpass. South of the SR 99 overpass before the SR 99 SB ramps, vehicles have an average speed of 44 mph and upwards of 60 mph south of the SR 99 on-ramps. North of the ramps average speeds drop under 30 mph before increasing to 35 mph north of SR 99. Bystrum Road has an average speed along the corridor under 25 mph.

PM Peak Hour: South 9th Street north of SR 99 has an average and median speeds between 36-45 mph. However, heading southbound south of the SR 99 ramps, vehicles speed up to an average speed of 60 mph. Heading northbound vehicles slow down after the SR 99 off-ramp to under 30 mph before speeding up again north of SR 99 above 35 mph. Bystrum Road has an average speed along the corridor under 25 mph.

Figure C-1: AM Peak Hour Roadway Segment Median Speeds

Source: Stanislaus County, 2024. StreetLight Data, 2023.

Figure C-2: PM Peak Hour Roadway Segment Median Speeds



Source: Stanislaus County, 2024. StreetLight Data, 2023.

Signal Warrants

To evaluate the suitability for installing traffic signals at the River Road & South 9th Street and Hosmer Avenue & River Road intersections, signal warrants from the California Manual of Uniform Traffic Control Devices (CA MUTCD) were evaluated.

Nine signal warrant options are available in the CA MUTCD. Three of those nine MUTCD warrants were evaluated for these intersections:

- Peak Hour (MUTCD Warrant 3)
- Coordinated Signal System (MUTCD Warrant 6)
- Roadway Network (MUTCD Warrant 8)

It should be noted that several other signal warrants that may meet criteria were not evaluated, including Pedestrian Volume (Warrant 4) and Crash Experience (Warrant 7). Additionally, Section 4C.01, Paragraph 3 of the CA MUTCD stipulates that the satisfaction of a traffic signal warrant or warrants does not in itself require the installation of a traffic control signal.

Peak Hour Volumes:

MUTCD Standard: *This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.*

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and

2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Evaluation:

As highlighted, Warrant 3B was selected to be applied to both study intersections. The South 9th Street & River Road intersection met the conditions for Warrant 3B, but the South 9th Street & River Road intersection did now.

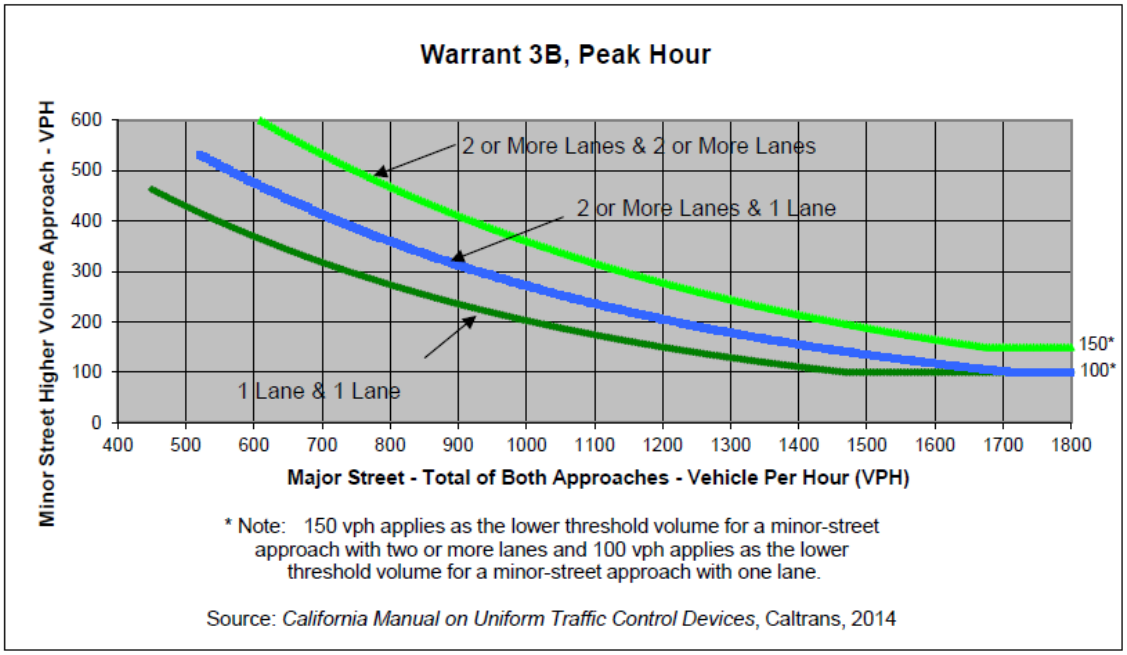
South 9th Street & River Road – PM Peak Hour (Warrant 3B): **Met**

Turn Movement Volumes

	NB	SB	EB	WB
Left	0	0	0	0
Through	542	1091	0	0
Right	71	170	49	217
Total	613	1,261	49	217

Major Street Direction

x	North/South
	East/West



	Major Street South 9th Street	Minor Street River Road	Warrant Met
Number of Approach Lanes	**2**	**1**	**YES**
Traffic Volume (VPH) *	**1,874**	**217**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

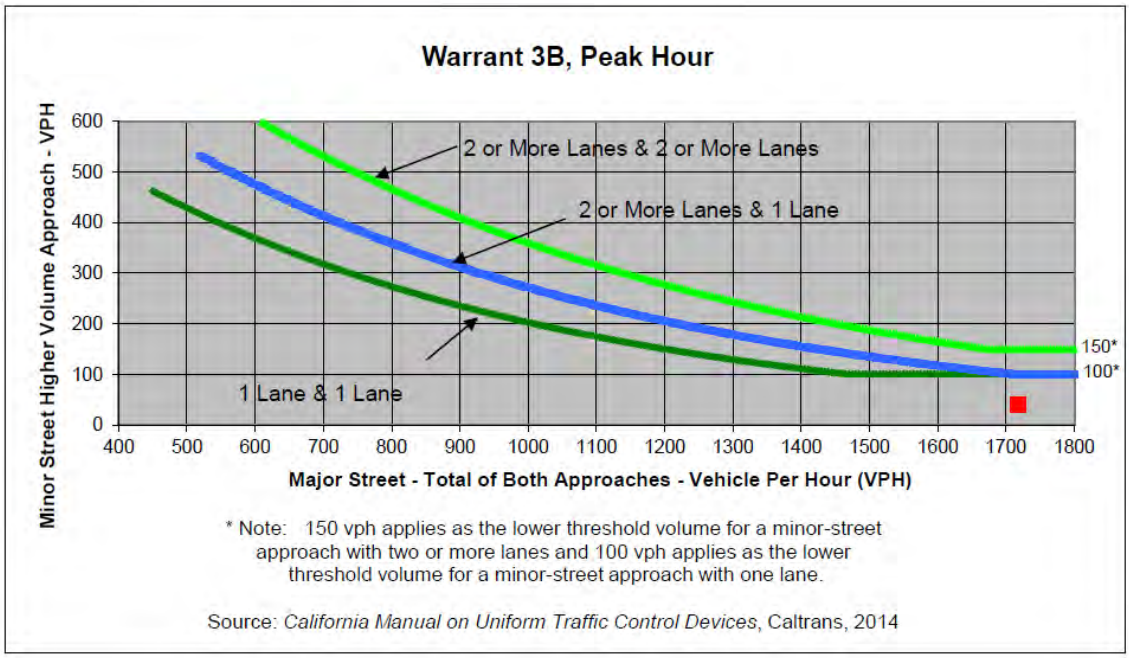
South 9th Street & Hosmer Avenue – PM Peak Hour (Warrant 3B): **Not met**

Turn Movement Volumes

	NB	SB	EB	WB
Left	20	41	12	3
Through	547	1094	0	3
Right	9	7	27	20
Total	576	1,142	39	26

Major Street Direction

x	North/South
	East/West



	Major Street	Minor Street	Warrant Met
	South 9th Street	Hosmer Avenue	
Number of Approach Lanes	**2**	**1**	**NO**
Traffic Volume (VPH) *	**1,718**	**39**	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
Traffic Volume for Minor Street is the Volume of High Volume Approach.

Note: CA MUTCD also includes additional considerations for a major street over 40 MPH, in which case a threshold of 75 vehicles per hour on the minor street approach would be utilized as the minimum for Warrant 3B to be met. More details in Figure 4C-4 on page 846 of the CA MUTCD.

Coordinated Signal System:

MUTCD Standard: *The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:*

> *A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.*
>
> *B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.*

Evaluation: As highlighted, if better performing platooning is desired on South 9th Street, in consideration of other existing and planned traffic signals, this warrant may be met pending detailed engineering study review by Stanislaus County Engineers.

Roadway Network

MUTCD Standard: *The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:*

> *A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or*
>
> *B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).*

A major route as used in this signal warrant shall have at least one of the following characteristics:

> *A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.*
>
> *B. It includes rural or suburban highways outside, entering, or traversing a city. C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.*

Appendix D:
Community Outreach

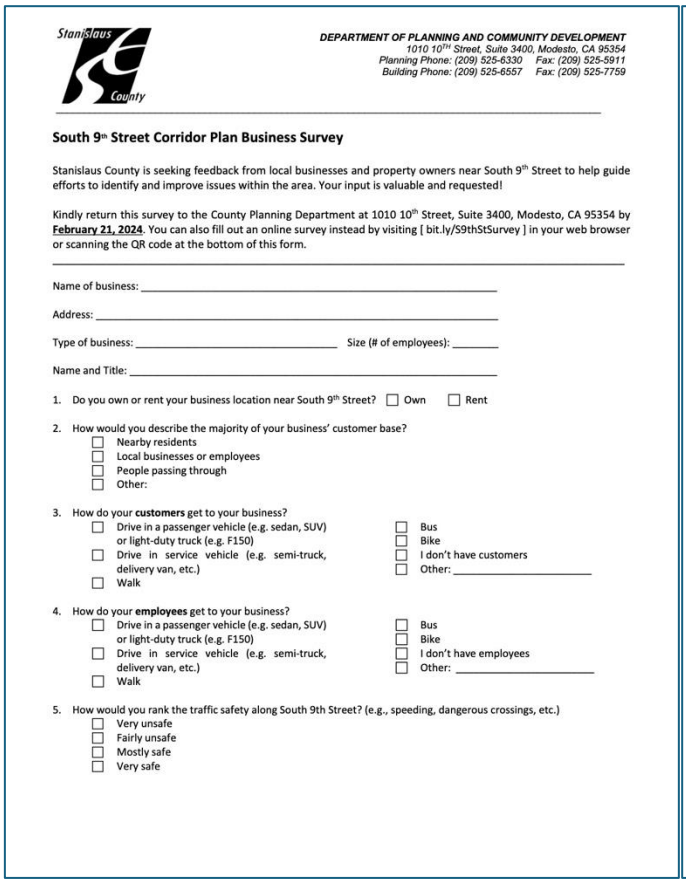
Appendix D: Community Outreach

Project Community Outreach Timeline

Business Surveys—Spring 2024
Stakeholder Meeting Notes—March 19, 2024
Community Workshop Comments—March 19, 2024
Salvation Army Day Center Comments—March 20, 2024
Draft Plan Workshop Comments—October 16, 2024

Business Surveys

Stanislaus County sought feedback from local businesses and property owners near South 9th Street to help guide efforts to identify and improve issues within the area. Surveys were mailed directly to businesses within the South 9th Street Plan Area and made available online in both English and Spanish. The survey was open from February to June 2024. The following pages outline the respondent data to the X questions provided in the survey.



Stanislaus County

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
1010 10TH Street, Suite 3400, Modesto, CA 95354
Planning Phone: (209) 525-6330 Fax: (209) 525-5911
Building Phone: (209) 525-6557 Fax: (209) 525-7759

South 9th Street Corridor Plan Business Survey

Stanislaus County is seeking feedback from local businesses and property owners near South 9th Street to help guide efforts to identify and improve issues within the area. Your input is valuable and requested!

Kindly return this survey to the County Planning Department at 1010 10th Street, Suite 3400, Modesto, CA 95354 by **February 21, 2024**. You can also fill out an online survey instead by visiting [bit.ly/S9thStSurvey] in your web browser or scanning the QR code at the bottom of this form.

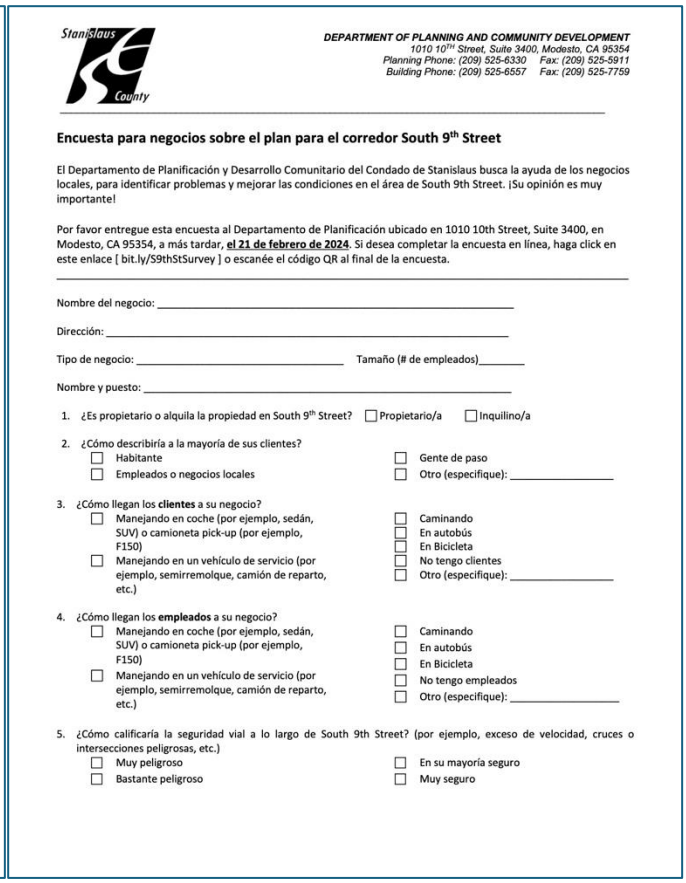
Name of business: _____

Address: _____

Type of business: _____ Size (# of employees): _____

Name and Title: _____

1. Do you own or rent your business location near South 9th Street? ☐ Own ☐ Rent
2. How would you describe the majority of your business' customer base?
   - ☐ Nearby residents
   - ☐ Local businesses or employees
   - ☐ People passing through
   - ☐ Other:
3. How do your **customers** get to your business?
   - ☐ Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)
   - ☐ Drive in service vehicle (e.g. semi-truck, delivery van, etc.)
   - ☐ Walk
   - ☐ Bus
   - ☐ Bike
   - ☐ I don't have customers
   - ☐ Other: _____
4. How do your **employees** get to your business?
   - ☐ Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)
   - ☐ Drive in service vehicle (e.g. semi-truck, delivery van, etc.)
   - ☐ Walk
   - ☐ Bus
   - ☐ Bike
   - ☐ I don't have employees
   - ☐ Other: _____
5. How would you rank the traffic safety along South 9th Street? (e.g., speeding, dangerous crossings, etc.)
   - ☐ Very unsafe
   - ☐ Fairly unsafe
   - ☐ Mostly safe
   - ☐ Very safe



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Encuesta para negocios sobre el plan para el corredor South 9th Street

El Departamento de Planificación y Desarrollo Comunitario del Condado de Stanislaus busca la ayuda de los negocios locales, para identificar problemas y mejorar las condiciones en el área de South 9th Street. ¡Su opinión es muy importante!

Por favor entregue esta encuesta al Departamento de Planificación ubicado en 1010 10th Street, Suite 3400, en Modesto, CA 95354, a más tardar, **el 21 de febrero de 2024**. Si desea completar la encuesta en línea, haga click en este enlace [bit.ly/S9thStSurvey] o escanée el código QR al final de la encuesta.

Nombre del negocio: _____

Dirección: _____

Tipo de negocio: _____ Tamaño (# de empleados)_____

Nombre y puesto: _____

1. ¿Es propietario o alquila la propiedad en South 9th Street? ☐ Propietario/a ☐ Inquilino/a
2. ¿Cómo describiría a la mayoría de sus clientes?
   - ☐ Habitante
   - ☐ Empleados o negocios locales
   - ☐ Gente de paso
   - ☐ Otro (especifique): _____
3. ¿Cómo llegan los **clientes** a su negocio?
   - ☐ Manejando en coche (por ejemplo, sedán, SUV) o camioneta pick-up (por ejemplo, F150)
   - ☐ Manejando en un vehículo de servicio (por ejemplo, semirremolque, camión de reparto, etc.)
   - ☐ Caminando
   - ☐ En autobús
   - ☐ En Bicicleta
   - ☐ No tengo clientes
   - ☐ Otro (especifique): _____
4. ¿Cómo llegan los **empleados** a su negocio?
   - ☐ Manejando en coche (por ejemplo, sedán, SUV) o camioneta pick-up (por ejemplo, F150)
   - ☐ Manejando en un vehículo de servicio (por ejemplo, semirremolque, camión de reparto, etc.)
   - ☐ Caminando
   - ☐ En autobús
   - ☐ En Bicicleta
   - ☐ No tengo empleados
   - ☐ Otro (especifique): _____
5. ¿Cómo calificaría la seguridad vial a lo largo de South 9th Street? (por ejemplo, exceso de velocidad, cruces o intersecciones peligrosas, etc.)
   - ☐ Muy peligroso
   - ☐ Bastante peligroso
   - ☐ En su mayoría seguro
   - ☐ Muy seguro

Q3 Type of business

Answered: 20 Skipped: 0

Boat Dealership
Theatre
Recycling
Forklift Company
Auto Body and Paint
Auto Body and Repair
Ag Chemical Sales
MOTEL
Retail
Used Car dealer
Meat Wholesale
Scrap Metal Recycling
Tires and repair shop
Retail tool store
Mechanic/Body Shop
Auto body repair shop
HVAC Contractor
Trailer park
Motel
Hospitality/Motel

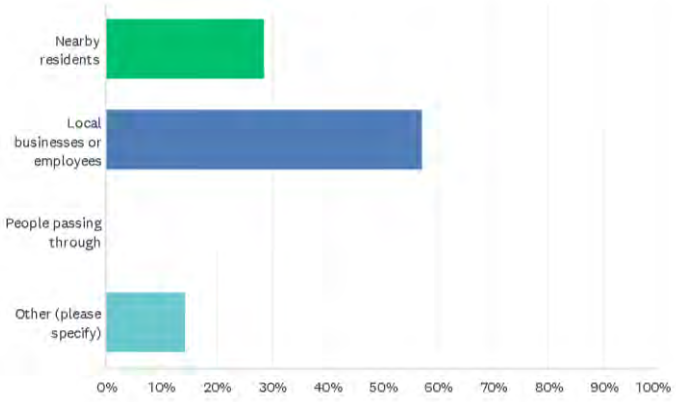
Q4 Size (# of employees):

Answered: 20 Skipped: 0

9
2
8
16
1
6
3
3
5
12
8
02
12
4
5
13
45 rented spaces
0
1

Q7 How would you describe the majority of your business' customer base

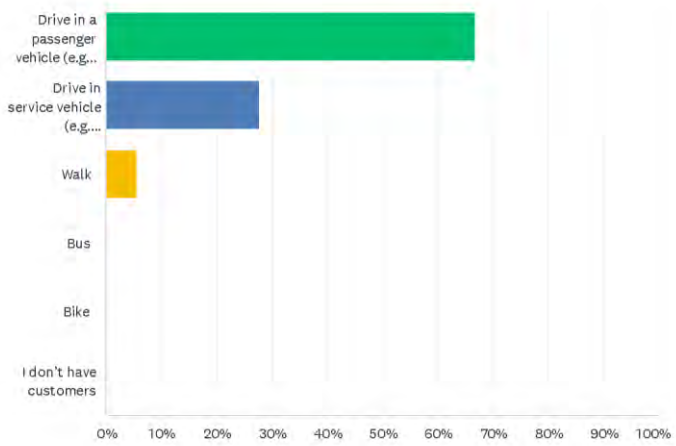
Answered: 7 Skipped: 13



ANSWER CHOICES	RESPONSES	
Nearby residents	28.57%	2
Local businesses or employees	57.14%	4
People passing through	0.00%	0
Other (please specify)	14.29%	1
TOTAL		7

Q8 How do your customers get to your business?

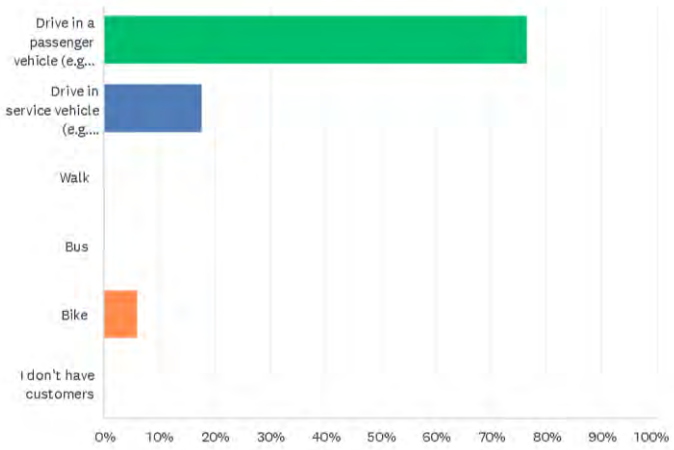
Answered: 18 Skipped: 2



ANSWER CHOICES	RESPONSES	
Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)	66.67%	12
Drive in service vehicle (e.g. semi-truck, delivery van, etc.)	27.78%	5
Walk	5.56%	1
Bus	0.00%	0
Bike	0.00%	0
I don't have customers	0.00%	0
TOTAL		18

Q9 How do your employees get to your business?

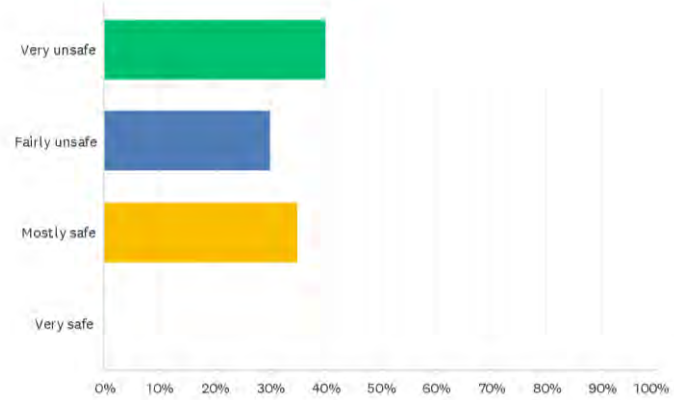
Answered: 17 Skipped: 3



ANSWER CHOICES	RESPONSES	
Drive in a passenger vehicle (e.g. sedan, SUV) or light-duty truck (e.g. F150)	76.47%	13
Drive in service vehicle (e.g. semi-truck, delivery van, etc.)	17.65%	3
Walk	0.00%	0
Bus	0.00%	0
Bike	5.88%	1
I don't have customers	0.00%	0
TOTAL		17

Q10 How would you rank the traffic safety along South 9th Street? (e.g., speeding, dangerous crossings, etc.)

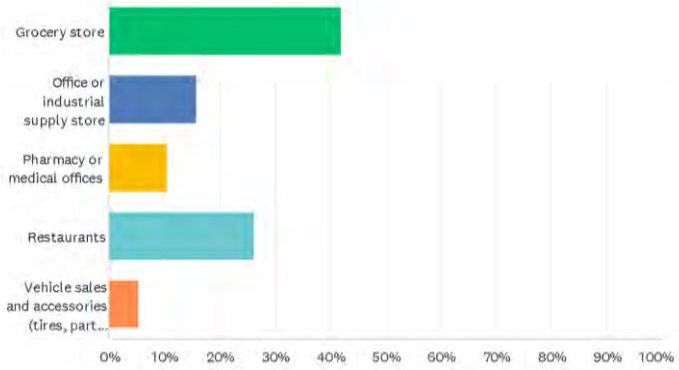
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very unsafe	40.00%	8
Fairly unsafe	30.00%	6
Mostly safe	35.00%	7
Very safe	0.00%	0
Total Respondents: 20		

Q11 Are there different or additional types of businesses along South 9th Street you or your employees would like to see? Check all that apply.

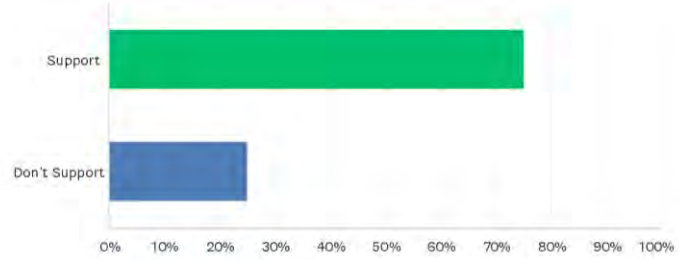
Answered: 19 Skipped: 1



ANSWER CHOICES	RESPONSES	
Grocery store	42.11%	8
Office or industrial supply store	15.79%	3
Pharmacy or medical offices	10.53%	2
Restaurants	26.32%	5
Vehicle sales and accessories (tires, parts, etc)	5.26%	1
TOTAL		19

Q12 How do you feel about new residential projects like apartments or townhomes along South 9th Street?

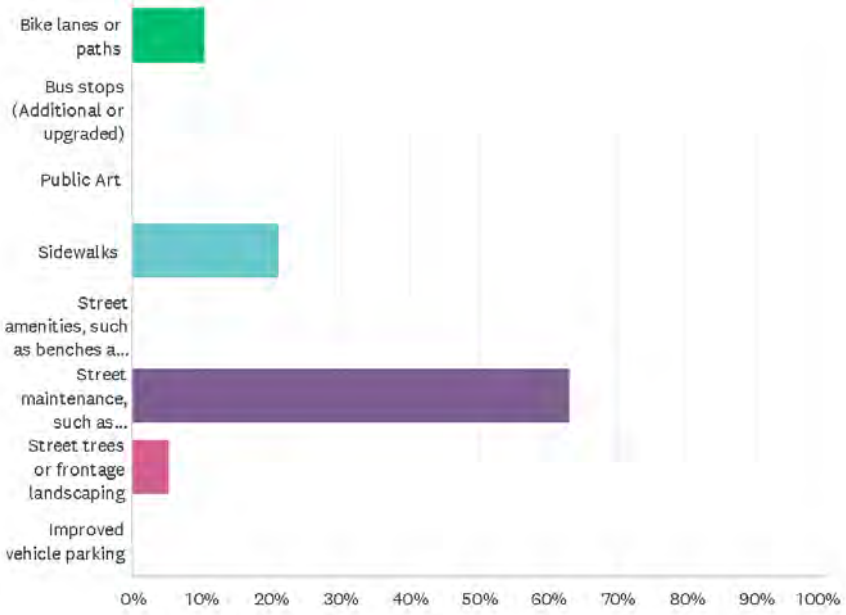
Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES	
Support	75.00%	15
Don't Support	25.00%	5
Total Respondents: 20		

Q13 What type of public infrastructure investments would most improve the corridor? Please choose your top three.

Answered: 19 Skipped: 1



ANSWER CHOICES	RESPONSES	
Bike lanes or paths	10.53%	2
Bus stops (Additional or upgraded)	0.00%	0
Public Art	0.00%	0
Sidewalks	21.05%	4
Street amenities, such as benches and trash cans	0.00%	0
Street maintenance, such as repaving or improved stormwater drainage	63.16%	12
Street trees or frontage landscaping	5.26%	1
Improved vehicle parking	0.00%	0
TOTAL		19

Q14 Have you observed or are you aware of any recurring traffic safety issues (e.g., speeding or unsafe crossing areas) for pedestrians, bicyclists or motorists on the corridor? Please indicate what occurs and the nearest intersection or landmark.

Answered: 14 Skipped: 6

#	Responses
1	Speeding at traffic light at Latimer.
2	Intersection of 9th and Hosmer need a traffic light there has been 3 deaths and accidents there, lost count. Plus, a traffic light will slow down the traffic.
3	Speeding
4	Lots of speeding Hatch to the River. Lots of right of way violations for left turn lanes of 9th to the side roads.
5	More streetlights, side walks
6	Pedestrians J walking wherever there is a liquor store.
7	I've seen so many accidents in front of my business need something to slow down traffic
8	There's is a lot of unsafe pedestrian crossing. Many pedestrians cross through the middle of the street.
9	Speeding and vehicle accidents
10	Too many pedestrians wandering the area. Homeless encampments, also. 9th St. & River Rd., under the 9th St. bridge.
11	There are a lot of pedestrians crossing areas that are very unsafe and an ongoing traffic problem we have seen arise in the past years are pedestrians crossing onto upcoming traffic and have witnessed vehicles nearly crash due to pedestrians.
12	Speeding, streets are unsafe, lots of potholes
13	Na
14	Speeding, near the bridge

Q15 What issues make it challenging for pedestrians, bicyclists, or motorists to access your business? Examples might include missing sidewalks or crosswalks, narrow sidewalks, obstacles on the sidewalk, driveway issues, and/or lack of bike lanes.

Answered: 12 Skipped: 8

#	Responses
1	Stormwater makes a lake. Cars for the Smoke Shop block or use our parking area.
2	We don't have a sidewalk in front of our business.
3	Limited parking. No Sidewalks.
4	Sidewalks and more streetlights
5	No sidewalks. Pedestrians walking behind our building, next to the freeway.
6	The nearest traffic light is B St and 99 freeway the traffic drives too fast cause there is no streetlight
7	Lack of sidewalks, no pedestrian crossings, lack of sidewalks and or too narrow sidewalks
8	Loitering homeless people.
9	N/A
10	Potholes, sidewalks, flooded streets
11	Amount of traffic
12	Sidewalks needed

Q16 Is there anything else you'd like to tell us about your experience on South 9th Street?

Answered: 11 Skipped: 9

#	Responses
1	Homeless and drug users break our windows, turn on the outside water, occasionally use and destroy our bathrooms (bathing or stealing). Broke down our fence and ransacked our boats. I have a warehouse on Hosmer Street just off S 9th that I go to almost daily, so I use S. 9th to get there. You are right - S9th is a complete disaster. There are many dilapidated buildings in addition to three or four buildings that are completely burned out. There is no reason why a new business would want to be located on S9th. All these old buildings should be demolished and new more attractive ones built. All new sidewalks are needed (for people with wheelchairs) and trees would be a great aesthetic help. Speeding cars are a huge problem, especially going across the bridge. The intersection of Hosmer and 9th is extremely dangerous -making it almost impossible to turn on and off 9th street from Hosmer. Over a year ago a huge warehouse was built at the end of Hosmer near the railroad tracks. So now you have these huge 53' semis going from the warehouse, down Hosmer and turning onto 9. This intersection wasn't built for 53' semis and their entering and exiting S9th is extremely dangerous and very unsafe for everyone, especially if you are in a small car next to one as they are turning. Basically, these semis cannot make this turn safely.
2	The same can be said at 9th and B Streets, which has to be the most unsafe intersection in Modesto. You have these 53' truck going south on 9t and turning right onto B. The 9 ' street far right turn lane is directly next to the pink warehouse so when they turn right they inevitably are face to face with cars traveling east. Sometimes they have to back up so the truck can complete its turn. Very dangerous!! Also: the Hosmer Road from the train tracks to S9th is extremely dangerous. The road hasn't been repaired in 40 years and is all gravel and large potholes, especially when it rains. And when it does rain, a large pool of water forms in front of the tracks - so much that you cannot drive through it. Also, there are no sidewalks, just dirt, mud and trash. People in wheelchairs cannot navigate safely these hazards. Those train tracks that traverse Hosmer should be removed and the road leveled, making it a lot more safe and eliminating the pool of water. The tracks end about 500 feet beyond Hosmer anyhow so no train is ever going to travel these tracks. All of Hosmer should be repaved with cement for these extremely heavy trucks. Otherwise, things will remain every dangerous and unsafe.
3	A lot of homeless, prostitution and drugs. A lot of trash on sides of road.
4	There should be a Sound wall from 99 overpass to the south 9th street exit. I think it would eliminate lots if homeless and graffiti behind all those businesses. I would love to see more/better landscaping to make 9th street attractive. Also, it would help since it's the last street exit in Modesto.
5	Pedestrians shouldn't have access to the back side of businesses. This is an issue along the freeway, it also provide cover for theft.
6	The road needs to be fix and not just patches when it rains
7	Prostitution and drug users leaving needles around.

8 New businesses would be welcome. The entire area needs to be cleaned up.

9 9th Street is great it only needs maintenance. New roads and some areas still don't have sidewalks. Maintenance the blokades.

10 Needs Improvements all around

11 The environment isn't family friendly, due to the drug addicts and criminals.

Stakeholder Meeting Notes—March 19, 2024

During the March charrette activities, stakeholder meetings were held with agencies, advocacy and community services groups, and businesses. The following are notes resulting from discussions with each groups, including general information about each organization, important statistics and program data, and issues or needs of populations served by each respective organization.

Stakeholder Meeting: Agency Discussion

March 19, 10-11:30 am
Location: Stanislaus County Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354
Facilitators: CivicWell, Fehr & Peers and PlaceWorks

Attendees:
Francis Baldonado, Engineer, Stanislaus County
Lucien Musso , Transit Analyst, StanRTA
Diana Lowrance, Senior Planner, City of Modesto
Jose Perez, Senior Engineering/Surveying Technician, Stanislaus County Public Works
Andrew Malizia, Deputy Director, Stanislaus County Public Works
Jose Luis Caceres, Director of Programming and Project Delivery, StanCOG
Kristen Anaya, Associate Planner, Stanislaus County Planning & Community Development
Angela Freitas, Director, Stanislaus County Planning & Community Development
Josh Meyer, Community Design Director, CivicWell
Tony Leonard, Project Manager, CivicWell
Kari McNickle, Senior Associate, Fehr & Peers
Sonia Anthoine, Senior Transportation Planner, Fehr & Peers
Bruce Brubaker, Principal, PlaceWorks
Chad So, Associate, PlaceWorks

Notes:

- As a commuter route – has a lot of potential
- Main entryway on S 9th is a gateway
- Would like to see housing, offices in the corridor — more affordable housing
- Would like to have first bus rapid transit (BRT) but it is not in the service area
    - Would serve as a connector
    - People in this community don't need a BRT, just a connector to a hub
    - S 9th St and Herndon have transit dependent people – they have no vehicle or only one vehicle.
    - Would like to move buses off the travel lane.
- Higher ridership in disadvantaged area (e.g., Herndon is a transit dependent area)
- Many households in the area only have one car, limiting mobility
- Stanislaus County is either too hot or rainy, causing discomfort for pedestrians and transit riders
    - Feasibility study for BRT is needed
- Ridership in S. 9th St area has a mid-high ridership demand
    - Served by Route 29 and 42 in the Plan Area
    - Time points are off the corridor
    - Transit facilities would need to be improved to be ADA compliant

    - For ADA accommodations: 8 ft depth and 5 feet wide to the curb to accommodate wheelchair
    - Poor transition from bus to pedestrian is an island
    - Partial procurement for the study of feasibility – Carpenter through Downtown and up McHenry Ave.
    - Area is a mile from the BRT line,
    - Is S 9th St part of the network?
        - Eventually it probably would be.
    - Ridership is in the middle-high range.
    - Route 29 and 42 are the routes in the area.
- What is the Right of Way for S 9th Street?
    - mainly the painted demarcation, 5-6 to the edge of the curb
- Bus shelters
    - Bought a bunch of shelters
    - Located where is needed
        - If it has X amount of ridership, they are considered for shelter
    - StanRTA has some funds – $15k for structures + $3K
- We look at the number of riders, and potential riders
    - Try to put them where needed — Have an equitable process.
    - Bare minimum infrastructure for a stop is a light or a single seat.
- Trucks – Are part of a network, but the corridor is designated
    - 9th St is part of the truck network
    - **Not an STAA route**
    - Bridge to the west is weight restricted (7th St)
    - Anywhere between Ceres and Modesto must go through 9th or Oakdale/Mitchell (2 miles away)
    - Permit needed to go on 7th or 9th
- Truck route map from City of Modesto to 9th and 7th Streets are restricted access
- Tomato trucks also use that route
    - Will vehicle mix change once 7th is fixed?
- Between Mitchell Rd and Crow's Landing Rd, probably the second most used corridor for trucks
- Hosmer might be the most logical for a stoplight device/signal warrant
- The S 9th Street rehab project designs
    - Project has yet to be delivered
    - Not putting bike lanes yet, waiting for what comes under this charrette
    - When 7th St bridge project takes place, everyone will go onto 9th so having a pavement rehab would be helpful
    - Redoing the rehab project designs – changing the striping, hoping to deliver the project soon
    - Want to have at least new pavement
    - Pecos and 7th — doing ped improvements
    - Want to provide better multimodal service to the corridor - however, want to still respect the businesses
- Stormwater — Have done some mapping
    - Bystrum, Lombardo — have no drainage — they are the old system
    - Off of Pecos as well.
- Has the County looked at green infrastructure?
    - there are no standard requirements for the County
- StanCOG Community needs assessment was done recently.
    - See some wrong-way bicycle traffic
    - To get at Hatch, some come up and down the ramp to get to 9th Street

    - What is the vacancy rate along that route? Not very high.
    - There is no grocery market in the area.
    - Ramp Is being used as a driveway for one business at Latimer.
    - More opportunities are available on the north side for parking
    - South of Latimer, see more parking because of the wholesaler.
- Pecos – changing signal timing should relieve some of the pressure on 9th
- Will back up on 7th but not really on Pecos.
- People respect the crossings for the most part.
- South of Latimer expect the stop to disappear over time – expect the 42 route to be temporary
    - It is a short term solution to get the bus on the right side of the river
    - Would end up just going onto Cros Landing
- Bus stops on 9th came from Modesto not the county
- Bystrum is the main street to focus on with bike/ped recs and especially with horizontal/vertical calming solutions
    - Surprised by how much foot traffic there is on this street

Stakeholder Meeting: Advocacy Groups/Community Services

March 19, 1-2:30 pm
Location: Stanislaus County Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354
Facilitators: CivicWell, Fehr & Peers and PlaceWorks

Attendees:
Steven Fernandes, Director I, Transportation, Modesto City Schools
Kelly Alvarado, Manager, Stanislaus County Community Services Agency,
Kristen Anaya, Associate Planner, Stanislaus County Planning & Community Development
Tony Leonard, Project Manager, CivicWell
Kari McNickle, Senior Associate, Fehr & Peers
Sonia Anthoine, Senior Transportation Planner, Fehr & Peers

Notes:

- Schools
    - No demand for students to cross the corridor because the schools are to the east (Tuolumne) and west (Shackleford) of South 9th St
    - Busses would go through Pecos but not necessarily along South 9th St
    - Track on Pecos & 7th is problematic for school busses
        - They want this fixed
    - Students are within a 1 mile, 2 mile, or 3 mile walk radius.
        - The bus service is determined by walk radius
    - Do move students out of the site for other activities and specialized needs.
    - Consultant is assisting with the walk boundaries for schools
        - Fairview Elementary – reduced walk radius to half mile, so more bus service
        - If in Tuolumne Elementary, go to Johansen HS
        - West of Musick is MCS, East is Ceres
        - FIT services
    - Biggest concern for walking to school was the back of the property
        - Can see where the fence gets cut
        - Possible solutions – sound wall
- County Homelessness Shelter
    - Non-congregant shelter on south end of corridor — housing available for 6 months
    - Everyone needs key card
    - Back of property runs along the freeway and it's open
        - Owner put chainlink behind but not effective
        - People walk in from the back, and they come from the freeway, then do illicit activities
        - Potentially wall off the back
            - Helps prevent people from entering through the back
            - Noise reduction

    - Hope that they eventually get transition housing, There is a Food bank on Janopaul
    - Families that live here have automobiles
        - Many people will take the bus
        - Pick up and drop off are on opposite sides, so crossing 9th is scary
    - FIT services – provide bus to school of former residents
    - Nearest Grocery store is on Hatch Rd
    - Pedestrians are going up over the Freeway ramp to Hatch Rd
    - The facility is safe considering the location
    - Top 3 amenities families would be interested in?
        - Groceries, sundries/basic needs (diapers, etc)
- Bicycling — No direct route that gets to the South, but would like to see one
    - There not be a good answer yet to what that route is
    - I would pick Mitchell
- There are not many safe paths of travel
    - Steven would prefer to take Mitchell Road to get on the other side of river
- Beautification of properties?
    - If want to re-paint, it becomes a process - Expensive to upgrade
    - Remediation of environmental challenges, lead paint, etc could be cost prohibitive to building owners to make upgrades
    - May be some appetite for improvement from long term business owners if it's made easy/low-cost (ex: forgivable facade grant) or includes support/hand-holding through the process
        - Look into other community economic development funds
    - Investing now might create a ripple effect of other investments
- Modesto Gospel Mission provides services and shelter to un-housed population

Stakeholder Meeting: South 9th Street Corridor Businesses

March 19, 3-4:30 pm
Location: Stanislaus County Planning and Community Development, 1010 10th Street, Suite 3400, Modesto, CA 95354
Facilitators: Stanislaus County, CivicWell, Fehr & Peers, and PlaceWorks

Attendees:
Steven Slater, Universal Services Recycling
Pinal Patel, Budget Motel
Kristen Anaya, Associate Planner, Stanislaus County Planning & Community Development
Tony Leonard, Project Manager, CivicWell
Kari McNickle, Senior Associate, Fehr & Peers
Sonia Anthoine, Senior Transportation Planner, Fehr & Peers
Bruce Brubaker, Principal, PlaceWorks

Notes:

- USR — My business is at 507 S 9th St
  - Cant grow in this space
  - Have street parking with no sidewalk
  - Had to add In and Out access
  - There is a sight distance issue, so have to deal with parking
  - Do not admit walk-in customers.
  - Also have In/Out access on Hosmer
  - Stormwater management is the biggest issue.
  - Probably want to remain outside the city limits
  - Employees live near by
- Budget Inn
  - Have drainage issues
    - have a pump that is running, pumps into the garden
- Need trash abatement.
- Cars making U turns at Hosmer – most occur at night
  - What about signal at Hosmer?
- Bystrum, could make two lanes for dropping off
- Ease and access for trucks is God for businesses
- Have vacancy? – Most of customers ae regulars
- At night,
- Has experience crossing 9th – went to Tuolumne Elementary
- What about Bike lanes on S 9th St?
  - Would support
- Need Grocery
- Need café or something
- The corner store next to Lattimer is just a vice shop
- See women and baby strollers at the bus stop at Hosmer
- Hotel has a couple cameras on the street
- Arrow Motel is also next to the motel
- What incentives could help with landscaping, or façade improvements?
  - Funds would be helpful
- Add fake cameras
  - Need cameras, lighting

Community Workshop Comments—March 19, 2024

6:00-8:00 pm
Location: Tuolumne Elementary School, 707 Herndon Rd, Modesto, CA 95351
Facilitators: Stanislaus County, CivicWell, Fehr & Peers and PlaceWorks

20 Year Visions

To obtain input that would guide and inform the development process for the draft Corridor Plan, a Workshop was held with activities designed to solicit feedback on what the community desired for the Plan Area. Workshop attendees were given index cards on which to describe their ideal vision for the Plan Area in 20 years. Comments from the note cards are transcribed below:

Response #1
The South 9th Street Corridor is now part of the General Plan boundary for the City of Modesto. Some project have already been prioritized and funded. There is connectivity to the downtown via the Tuolumne River Regional park and 9th Street Bridge. Some of the projects are for mixed use housing / business, older building have been retrofitted and are energy efficient. Air quality has improved.

Response #2
- Business are not
  - Trucking / Truck Parking
  - Car dismantling
  - Motels
- Mixed-use / Higher Density housing
- Less concrete /pavement
  - Addition of trees
  - Drought resistant vegetation
- Looks like it is part of the community

Response #3
Vision for 9th: Changed to more safely handle existing vehicle traffic. Pedestrian needs could be handled by building transit stops and sidewalk along Bystrum with a potential bridge to gateway park.
- Annex to Modesto or Ceres.
- Walkable Destination.
- Paved streets
- Railing or fence on the bridge
- More trees
- Sidewalks
- Less garbage

Response #4
1. I would like to see more cleanliness. There is a burnt business; looks horrible.
2. Better street pavement
3. Better regulations

Response #5
The corridor is developed with a mix of commercial and residential uses that serve the community, provide opportunities for employment, entertainment and gathering.

Response #6:
20 Yrs from Now:
Safety — Issue
Streets need to have reflectors along the driving lanes.
Right now it is too dark to drive down 9th Street w/out bright lights.
Walking trails — patrolled
Fines at night.

Response #7:
9th St Auto Wreckers cleaned up. Also the road beside it needs to be improved so we can get to 9th St from our neighborhood.
Lights on 9th St and reflectors.
Bike trails.
Safety walkways.

Response #8:
It would be 2 lanes on each side and bike lanes. Also, trash cans, sidewalks, maybe tree in the middle dividers.

Response #9:
It should have safe areas to walk and bike and for access from west to east sides of the street (9th)
Business needs to take responsibility for how their property looks and affects the area.

Response #10:
- Safe, walkable sidewalk
- Plenty of safe / protected crossings all down the street
- Large shade trees
- Connectivity and Tuolumne River -— by foot and bike
- Dense, mixed-use —> retail downstairs, apartments above
- Make neighborhood affordable for those currently living here —> do not price or push out those that live here.
- Public transit down middle connecting to downtown/other neighborhoods

Response #11:
20 years from now…
I envision a safe and clean corridor w/ lots of green canopy / cover that provides a cooling area w/ local restaurants and small local business shops.
I envision bike accessible walkways into the downtown area including local area.
The plants and trees include native plants.

Response #12:
Safety, cleaned up, walking/bike paths brining in the river with restaurants and shops, affordable housing mixed in, better lighting.

Response #13:
Long Term Vision
1. Annexed into either Modesto or Ceres
2. Focal Blvd bridging Downtown Modesto w/ Ceres
3. Celebration of the river
4. Feeder and landing zone for train station
5. Destination
— walkable/pedestrian-centric, mixed-use, vibrant/green place.

Response #14:
Not an area that people avoid.
A thoroughfare that the Bystrom community can access safely.
A place I don't fear to drive through — worried about hitting pedestrians/bicycling
More highway
More lighting
Safer access to the river

Response #15:
I'm hoping to see improvements to this neighborhood like sidewalk access to the school on Sonora and Herndon Rd. Better lighting. It saddens me to see small children walking through mud and puddles to get to school. Improvement to Mancini Park.

Protect, Create, Avoid Map Comments

The following comments were provided by attendees during the workshop mapping activity. Attendees were shown printed maps of the Plan Area and prompted to identify what they would protect, create or develop, and avoid in order to improve the overall experience within the Plan Area. Pages 4-9 depict photos of these maps and transcription of color-coded sticky notes associated with protection, creation, or avoidance of a feature within the Plan Area.

Map 1

Protect

- Protect the neighborhood from gentrification

Create

- High density housing along 9th Street, lower density (missing middle) as you move further away into neighborhood
- Grocery store
- Bike corridor along un-used spur of the railroad
- Incentives to property owners
- Large shade trees on 9th and on the bike /jogging corridor
- Public art in median
- Wide sidewalks and mixed-use (apt on commercial)
- Rezone another are to ?
- Community gardens (micro)
- Safe crossings on 9th
- Bus stops
- Connect across river (bike and ped)
- Opportunity for café along the river
- Clean environment around the river
- Natural flood plain are creating a water storage pond so that it can flood without much damage

Avoid

- Gentrification with ACE station coming into Ceres/Modesto

Map 2

Protect

- Grocery store
- River Road Market
- Donut shop (closed) – need more like that
- Street reflectors
- Used to have apartments on 9th Street
- Shipping Center on Hatch Rd

Create

- Stores, small businesses
- Signal on Hosmer Ave
- Shrubs in median island strip

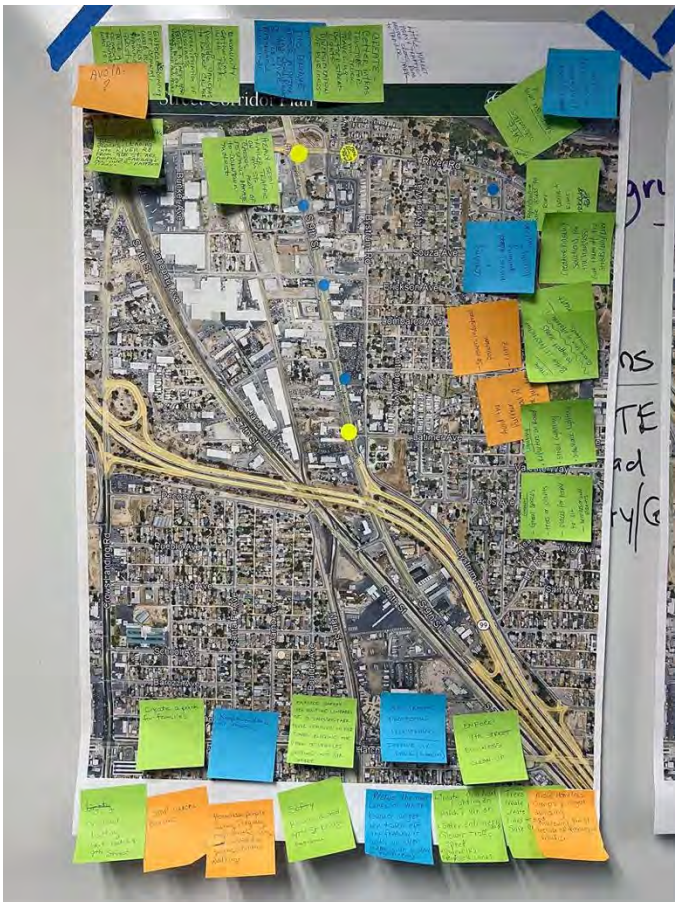
Avoid

- Ugly fencing at trailer park
- Ugly and dangerous property
- Get rid of hot sheet motels

Misc

- Personal safety issues at:
  - River Rd under bridge
  - River Rd bypass near Terrace Trailer Park
  - Area near City Mart and Gas
  - Area on 9th near off-ramp and between Hwy 99

Map 3



Protect

- Protect the bridge
- Offer better living conditions for the River Rd people – affordable dwellings
- Economy and business opportunities, and a diversity of businesses
- High level of transportation for Stanislaus County and Modesto
- Keep two lanes for traffic
- Protect the two lanes on 9th St because we get the traffic off the freeway and it backs up when there is an accident on the freeway

Create

- Create better infrastructure for semi-trucks
- Better street lighting
- Diversification of businesses
- Community gathering with trees
- Possible cameras to reduce crime
- Build a large apartment building for people in the trailer park
- Enforce no dumping in area near 9th street, bridge and river.
- Create more sidewalks — the first 2-3 blocks leading into River Rd from 9th St are awful; garbage all over – mattresses, tires
- Greenery: green spaces; trees or plants; places for people to sit; benches or wide planters
- Lighting: reflectors on road; street lighting; sidewalk lighting
- Create better infrastructure to support semis
- Grocery store with affordable prices
- Create housing solutions for the homeless — get them off the streets/alleys/river
- Safe access to the rivers; bike paths to the river
- Safe sidewalks; safe bike paths
- Create a park for families
- Enforce safety for exiting Lombardo St business park — their vehicles are in red zone blocking view of vehicles getting onto 9th St
- Safety for River Rd and 9th St Bridge entrance
- Enforce 9th St business clean-up
- Create overhead lighting on Hatch and 9th St
- Safer entrances to 9th St
- Slower traffic speed
- Sidewalks

Avoid

- Heavy semi-trailer traffic on 9th St causes a lot of asphalt damage to Downtown Modesto
- Avoid further
- So much industrial pollution
- Crime
- Stop illegal dumping
- Homeless people living illegally on properties. Very unsafe for young children walking
- Avoid homeless camps and illegal dumping
- Avoid narrowing 9th St because of freeway traffic
- High speeds on 9th
- High speeds on River Rd, Bystrum – heavy traffic near market and people cross the road to trailer park.

Misc

- Note many bikes on the 9th St
- Focus on vehicle safety

Map 4

Protect

- Water quality and habitat on river
- Air quality
- Vehicle mobility on 9th

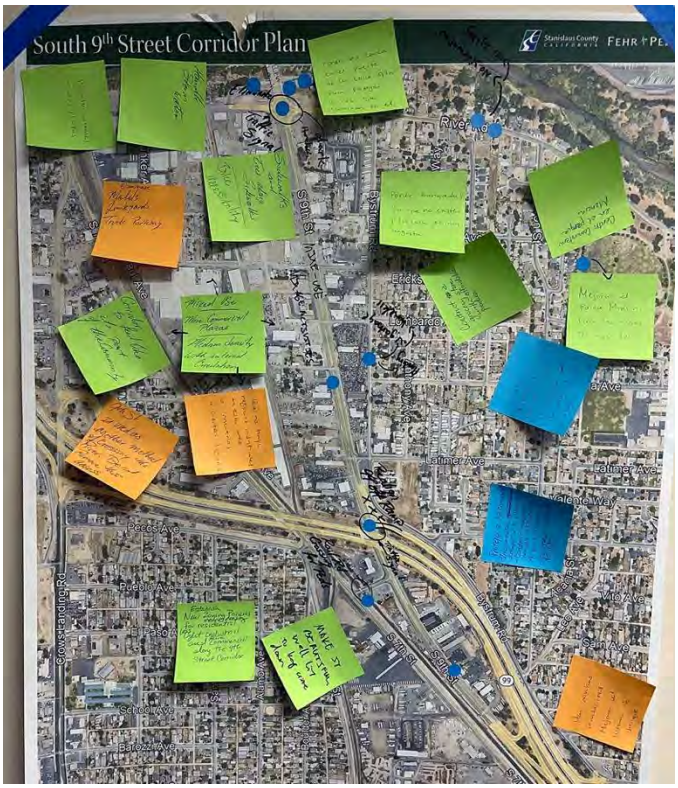
Create

- Pedestrian crossing/bridge across river
- Pedestrian mobility on Bystrum
- River Rd for Food?
- Farmer's Market in partnership with Flea Market
- Bike trails with multi-use paths – Bystrum as Bike path
- Housing east of 9th St
- ACE train/bus station at properties west of 9th St and Lattimer Ave

Avoid

- Eliminate on-street parking

Map 5



Protect

- *Poner una cerca en el peuente de la calle 9th. Para porotejer a los que camian per el.*
- *Poner banquetas y ague no existen, y la calle es muy angosta*
- *Protejer a la communidad*
  - *Incrementar o mejorar la iluminacion*
  - *Construir medians en las calles de las 9th paiz cruzar*
  - *Constuir banquetas de 10 ft*
- *Protejer a peatones y ciclistas: creando cruces peatonales alrededor de ll calle*

Create

- Grocery store with affordable produce
- *Mejor el pargue Mancini para los niños y mas luz*
- *Centro communítaro en el parque Mancini*
- *Plantar arboles y mas plantas*
- Sidewalks and trees along sidewalks
- Bike accessibility
- Handle storm water
- Hosmer Ave near Janopaul: Mixed-use and more commercial plazas; medium density with internal circulation
- Corridor to feel like it is part of the community
- Make 9th beautiful, well-lit to keep crime down
- Establish new zoning policies: medium density, less light industrial; more commercial along the corridor

Avoid

- Eliminate motels, junkyards, truck parking
- 9th St is used as another method of crossing the river, so do not remove this access
- *Que no haya negocios industrials en este area o moverlos a ciertas lugures*
- *Hay muchas inundacisones. Mejorar el system de drenaje.*

Misc

- Eliminate the River Rd bypass under bridge; Add a traffic signal at 9th St and River Rd
- No sidewalks or lighting on River Rd
- Realign Hwy 99 off-ramp and add a traffic sign
- Railroad crossing for peds at 7th St and Pecos Ave

Ideas for Potential Land Uses for South 9th St Corridor

Photos were printed to provide visual references for different land uses, including commercial and residential uses, were provided at the Workshop. Attendees were prompted to place dot stickers to vote on their preferred concepts, and add notes to describe what land use types they envisioned for the Plan Area. Ultimately, sticky notes were preferred by attendees and provided more qualitative data on desired uses or features within the Plan Area. Transcribed comments pertaining to each category are bulleted below.

<u>Housing</u> - 2 dot votes

- Medium density with mixed use

<u>Market</u> - 2 dot votes

- Pike Place in Seattle in the image I have
- Place for fresh produce
- Fresh and affordable

<u>Mixed Use</u> - 2 dot votes

- Live/work Small business will help with safety
- Like this idea of live and work together

<u>Plaza</u>

- Multiage activities for seniors and children
- Water features for cooling off
- Seating and shade trees

<u>Restaurant/Café</u> - 2 dot votes

- Mix and small individual place
- This is a great idea - One food court area would be good

<u>Street Trees</u> - 2 dot votes

- More street trees

<u>Community Uses</u> - 1 dot vote

- Community center with a park

<u>Other</u>

- Streetlighting
- Reflectors
- Youth play place
- Dance, martial arts classes
- Riverwalk
- Landscaping (lots of trees and plants)
- Lots of lighting on streets
- Bike lanes
- Rental bikes and scooters
- American Grafilli theme
- Opportunities for entertainment = Modesto entertainment capital of the county

Other Comments

Other feedback received during the Protect-Create-Avoid activity are provided below.

Items of Consideration

- Traffic signal, 9th at River Rd
- Remove the road underneath bridge
- Trees along the sidewalk
- Better lighting along Corridor
- Business Variety to increase pedestrians
- Mixed Use medium density
- Pedestrian Bridge accessibility
- Railroad Crossing at Pecos
- Internal circulation within Businesses
- N 99 off ramp@9th St traffic signal

Hatch exit and 9th combine together not safe. Blind spot on the side of the car always
Also to make a turn right off of Bystrum. It is hard to look out for traffic because so many cars parked block your view.

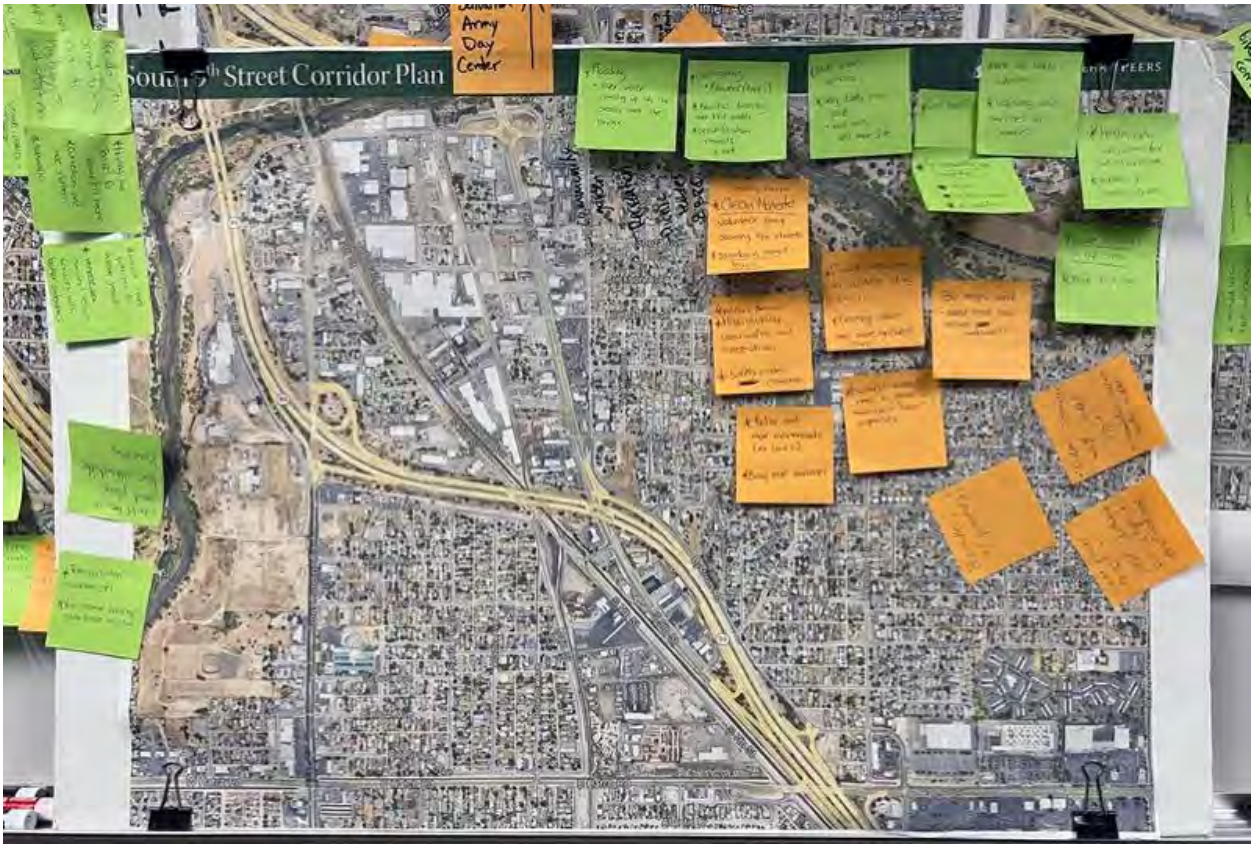
Walking paths down to the river
Connected bike lanes / multi-use path
Slow traffic and lots of shade
Clean, safe housing for current residents and people who are currently unhoused.

I'm 76 – so to be alive!
Cleaning out the junk cars and ugly garages.
Provide business tax breaks or other financial incentives to encourage new business and rehab current businesses
Lots of green — trees — grass — shrubs
Plan to keep the streets clean and inviting for citizens to come here.

Salvation Army Day Center Comments—March 20, 2024

Location: 301 10th Street, Modesto, Ca. 95351
Facilitator: CivicWell

The project team hosted a pop-up table at the Salvation Army Day Center to solicit feedback from un-housed members of the community who may travel in the Plan Area.



Comments:

- Clean Modesto: volunteer group cleaning the streets; Downtown Street Team
- Landscaping (flowers)
- Benches looking over the water
- Beautification with murals and art
- More stores
- Very lonely and sad so add more art, more life
- Less traffic
- Nice and better sidewalks
- Housing and sources for homeless
- Housing options that are safe, accessible and affordable
- Shelter and homeless services

- Fix sidewalks in Modesto
- Façade improvements for buildings along 9th St
- Cleaning crews and more garbage cans
- Rapi flash beacon: high-visibility crosswalks and intersections
- Safety with video cameras
- Bus works well, need more and better sidewalks
- Business owners need to clean and maintain their properties
- Better and more mini-markets
- Bring more businesses
- Police officers in the areas
- More lighting
- Benches with planters
- Wider sidewalks on both sides: 10 ft; wheelchair access both sides
- Need places to sit and rest between bus stops and destinations
- Redo 7th St from river to highway; or just start new
- Housing and services for homeless people; outreach and more shelters; sidewalks
- Access issues for disabled people
- Connect recycle service with better sidewalks.
- Would be a good place for affordable housing
- Flooding: river water coming up on the drains over the bridge

Draft Plan Workshop Comments—October 16, 2024

6:00-8:00 pm
Location: Tuolumne Elementary School, 707 Herndon Rd, Modesto, CA 95351
Facilitators: Stanislaus County, CivicWell, Fehr & Peers, and PlaceWorks

In early October, a draft version of the plan was released to the public. In order to engage the community and obtain feedback on the draft plan recommendations, the project team held a community workshop. Copies of the draft plan and poster boards summarizing the plan content were available for review by attendees, and comment cards were distributed to attendees for their input on any of the recommendations or general thoughts on the project.

Comment Cards

Definitely stoplights ie: Hosmer and 9th. Sidewalks on adjacent side streets or the housing side! Hosmer, Bystrum, Ericson and River, etc. connecting our neighborhood. Do not want a food hall in our area. We already have a homeless/theft problem. The food hall should be located on the other side of the 9th St Bridge. No low-income housing. — *Board #3*

Love the river park infrastructure, building on accessible walkable path and viewing platform. Infrastructure and design to promote positive recreation and physical activity. — *Board #2*

Find/apply for funding to make this plan happen. And not sit on the shelf for ten years.

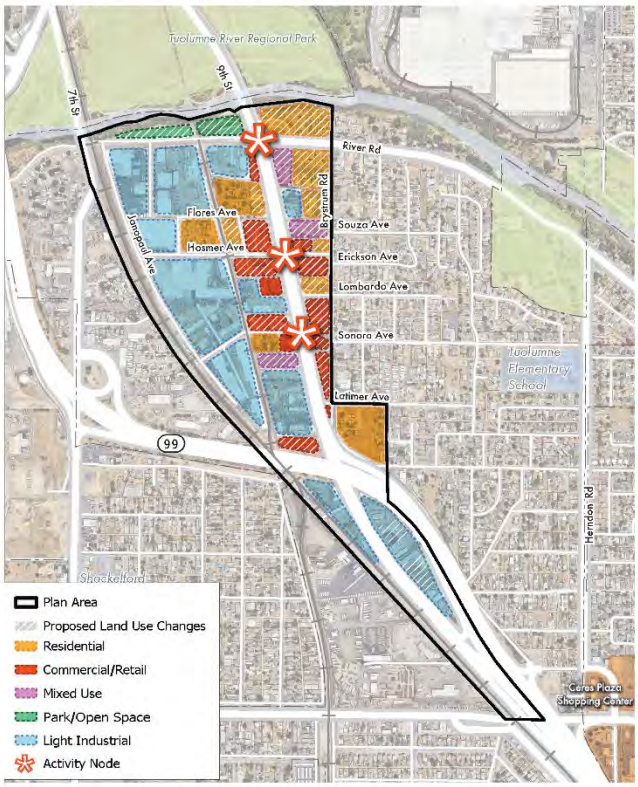
We do not want the Duplex by our neighborhood that will attract more low-income people who could possibly be thieves. Also do not want a food hall located on the same side as our houses. The pub sounds awesome. — *Board #3*

Need to have law enforcement get rid of drug dealers and prostitutes for a start.

Stricter enforcement of mobile home parks and autoyards owners to keep toxic waste, debris, and illegal encampments away from rivers edge.
Love the integration of commercial and mixed-use zones. Provide opportunities for grocery stores, retail and affordable housing.
Idea: Kayak/paddle board retailer to support positive recreation and economic opportunities for the City of Modesto. — *Board #1*

See Draft Plan Workshop Boards on the following pages.

Land Use Recommendations



Proposed Land Use Changes

Left: The Plan recommends the following land use changes to more effectively activate the Plan Area:

- Transition parcels north of State Route 99 from industrial to commercial, mixed-use, and residential uses.
- Encourage activity nodes with commercial and retail destinations at key intersections.
- Allow housing east of South 9th Street to transition to existing neighborhood east of Bystrum Road.
- Maintain existing residential areas on both sides of South 9th Street.
- Emphasize existing and new light industrial west of South 9th Street and south of SR 99.
- Consider adding a new community park north of River Road.

Design Guidelines

Design Guidelines will inform future Zoning Ordinance Amendments that shape development. The Guidelines include recommends establishing:

- Thresholds for Application of Standards to Development and Additions
- Standards governing Site Design:
  - Building Orientation to Street
  - Setbacks
  - Site Access, Parking and Service
  - Fences and Walls
  - Stormwater Management
- Standards governing Building Design:
  - Massing
  - Entries
  - Corner Buildings
  - Riverfront Development
  - Roof Design
  - Windows
  - Building Details and Materials
  - Lighting
  - Landscaping
  - Signage
- Standards supporting Crime Prevention through Environmental Design:
  - Natural Surveillance (Eyes On The Street)
  - Territorial reinforcement
  - Access Control
  - Maintenance

Land Use Recommendations

River Road Activity Node Concept

Several key intersections have been identified as ideal locations to target infrastructure improvements and encourage development that provides important destinations and housing opportunities in the Plan Area.

The conceptual plan for an activity node at River Road includes:

- A traffic signal at the River Road and South 9th Street intersection would allow the removal of the bridge underpass road. Existing underpass right of way could then be converted into parking.
- North of River Road, a new multi-family development and open space could be constructed with the new activation of the space.
- South of River Road, commercial/retail and mixed use destinations could be considered.
- Explore the possibility of repurposing the decommissioned rail spur into a multi-use trail that would connect to the open space uses proposed along the river.

Land Use Recommendations

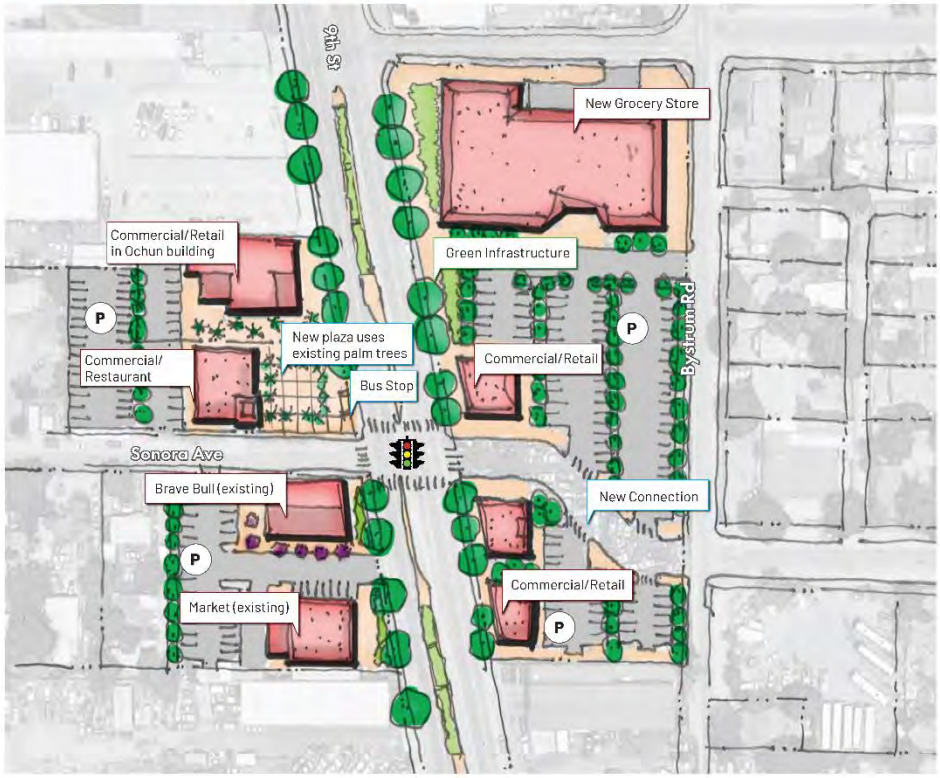
Hosmer Avenue Activity Node Concept

The conceptual plan for an activity node at Hosmer Avenue includes:

- Activate the Hosmer Avenue and South 9th Street intersection with commercial/retail destinations. A new signal and crosswalks would enhance connectivity between these businesses.
- On the east side of South 9th Street, adapt and reuse industrial buildings into commercial uses.
- Along Bystrum Road, construct new medium density residential.
- Integrate green infrastructure on private areas and along public streets.
- Move surface parking lots behind buildings on South 9th Street.

Land Use Recommendations

Sonora Avenue Activity Node Concept



The conceptual plan for an activity node at RSonora Avenue includes:

- A new east-west roadway connection at Sonora Avenue between South 9th Street and Bystrum Road would encourage further connections between commercial areas of South 9th Street and the residential areas east of Bystrum Road. Consider a signal at this intersection.
- Activate intersection with grocery store and neighborhood commercial/retail uses on existing industrial property on east side of South 9th Street. Add retail in existing landmark Ochun building.
- Provide public plazas and outdoor dining.
- Integrate bus stop with shelter with plaza.

Transportation Recommendations

Intersections

Adding traffic signals at key intersections on South 9th Street could improve circulation, safety, and provide better pedestrian crossings. Upgrading existing signals and redesigning the SR 99 off-ramp would help slow traffic and enhance overall operations along the corridor.

Walking

High-visibility crosswalks, sidewalks, and shared-use paths are recommended. Sidewalks would fill gaps on several key side streets, while a shared-use path along South 9th Street would connect major points. Additional crosswalks at newly signalized intersections would enhance pedestrian mobility throughout the corridor.

Biking

To connect to the shared use path on South 9th Street to Downtown Modesto and the Tuolumne River Parkway, a buffered bike lane on the South 9th Street bridge is recommended. Additional bike routes on nearby residential streets and a bike lane on Latimer Avenue would improve connectivity. Rail-to-trail opportunities and wayfinding signage would further support bicycle navigation along the corridor.

Transportation Recommendations

Due to the varied width of right-of way in the Plan Area, the corridor was split into two areas on consideration: (A) River Road to Pecos Avenue, and (B) Pecos Avenue to SR 99 On-ramp.

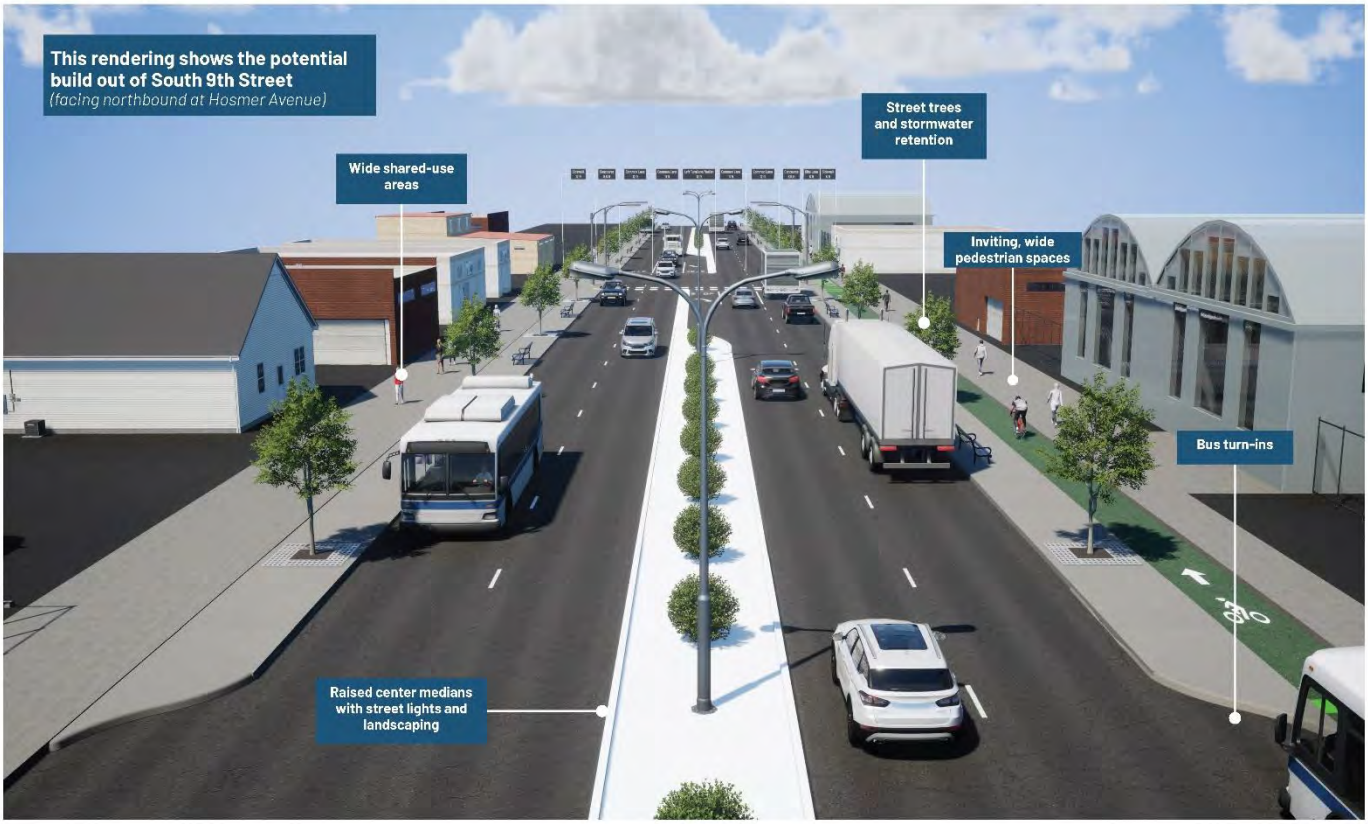
A *Recommended South 9th Street Cross-section (River Road to Pecos Avenue)*

Features of this segment include:
- Wide curb-height shared-use area for bikes and pedestrians (with the option for a delineated bike travel area)
- Street trees
- Median street lighting and landscaping
- Curb side street furniture and stormwater retention
- No street parking

B *Recommended South 9th Street Cross-section (Pecos Avenue to SR 99 On-Ramp)*

Features of this segment include:
- Wide curb-height sidewalk/shared-use area for bikes and pedestrians
- Median trees
- Side street lighting and wayfinding elements
- Street parking on the eastern side

Transportation Recommendations



Transportation Recommendations

Quick-build & Interim Opportunities

Stanislaus County Public Works currently has funds to perform re-striping along South 9th Street, but not the full build-out of the corridor. In consideration of this near-term opportunity, the following cross-section is suggested:

- **Reduction in lane widths:** Reduce existing lane widths to reduce excessive travel space but still accommodate large vehicles.
- **Buffered bike lanes:** Consider adding a 2 - 4 foot buffer and 6-8 foot bike lanes to replace the underutilized parking lane.

The quick-build treatment shown in the cross-section above is intended to accomodate with the existing funding realities, and is not intended to be the final outcome of the corridor.

At intersections, there are also opportunities to use low-cost materials such as paint and bollards to shorten pedestrian crossing distances.

Non-Infrastructure Programs

Local programs can supplement the recommended improvements to the built environment. These efforts can be led by local non-profits, community organizations, Stanislaus County, or one of the many other partners of this Corridor Plan.

Education & Encouragement

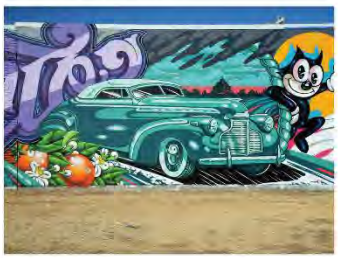
- School-centered active transportation programs, e.g., walking and biking school buses where kids and families walk or bike to school in groups.
- Local events: such as 'shop small Saturdays' or small temporary markets could encourage walking in a safe and casual environment.

Enforcement

- Stanislaus County Sheriff's Department should continue enforcement efforts periodically to improve the sense of safety..
- Efforts of the Sheriff's Department could be made more effective by implementing principles from Crime Prevention Through Environmental Design (CPTED) to provide passive safety benefits.

Maintenance

- Establishment of a Maintenance Assessment District would help assure that regular maintenance is used to keep facilities accessible, safe, and attractive.
- To establish a Maintenance Assessment District, property owners must vote to assess themselves to pay and receive County services beyond what the County normally provides.



Mural Program

- Mural Programs typically pay local artists to paint large paintings on empty walls or large neglected spaces.
- Murals can foster civic pride and identity, as well as boost tourism and local economies by attracting visitors and supporting local artists.

Implementation

Land Use

Land Use implementation requires investment by property owners and business owners who see the benefit in creating improvements along South 9th Street. As new development occurs over time, it will accommodate and potentially help fund street and infrastructure improvements. These street and infrastructure improvements will in turn catalyze and encourage more new development as property owners and businesses see the increasing value of locating on South 9th Street.

The primary means of funding new development and associated corridor improvements will be private financing, but there are programs to assist with funding. In order to capture some of the private investment from new development to improve infrastructure and streetscape there are several mechanisms that could be explored. Developers could be required to improve the streetscape bordering their property. Development impact fees could be collected to help fund future improvements.

Transportation

Infrastructure improvements include sidewalks, crosswalks, shared-use paths, separated bikeways, bike lanes, and bike routes. The proposed networks are designed to connect neighborhoods to key destinations and to serve as recreational assets.

Implementation of planned facility improvements is anticipated to occur:

- Through grant funding pursued to implement this plan;
- In conjunction with adjacent land development projects; and
- In conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, and striping projects.

Implementation of each project is dependent upon availability and acquisition of funding and detailed feasibility and design studies.

Costs

High-level cost estimates of the infrastructure projects are provided in the Plan Appendices. Costs may be higher depending on the extent to which utilities need to be relocated or land acquired to implement facilities. However, some facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the County.

Multiple federal, state, regional, and local funding sources are available for bicycle and pedestrian projects and programs that the County can apply for. Some of the funding sources most relevant to this plan include the following:

- Active Transportation Program
- Highway Safety Improvement Program
- Sustainable Transportation Planning Grants
- Safe Streets and Roads for All
- Congestion Mitigation and Air Quality Improvement Program
- Surface Transportation Block Grant Program
- Local Development Fees
- Federal and State Earmarks

Other typical local funds in Stanislaus County that could supplement these project funding sources through maintenance and local matches include the Highway Users Tax Account (HUTA), Measure L, and Senate Bill 1 Road Maintenance and Rehabilitation Account (RMRA) funds.

Draft Plan Comment Letters

During public review of the Draft Corridor Plan, the project team received three online comments:

1. Add trees in median and beautiful landscaping and hard landscaping and nice lighting
2. I like a lot of these ideas, especially bike lanes that are fully separated from cars lanes. I would also like to see bulb outs installed at corners.
3. This has the potential to be beautiful entry to downtown Modesto. I hope the plan is able to move forward.

One comment letter from the Tuolumne River Trust was also received, and shown on the following pages.

Est 1981

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November 4, 2024

Stanislaus County
Planning & Community Development
1010 10th St, Suite 3400
Modesto, CA 95354
(209) 525-6330

9th Street Corridor Plan

Dear Planning & Community Development Department,

The Stanislaus County 9th Street Corridor Plan provides an opportunity to revitalize and transform an area of Modesto that has fallen into disrepair, into a thriving residential and commercial neighborhood with welcoming park and water access for communities to enjoy. Tuolumne River Trust would like to express our support of this plan, and specific comments listed below:

- We strongly support the redesign of the 9th street bridge intersection on the south bank of the river with the development of a river park north of River Rd that includes an eatery or café. This design highlights the beauty of the river and provides both water and nature access to residents of the Bystrom neighborhood, which is currently severely lacking in its current state. It can also serve as an economic hub and accessible stop for river paddlers recreating on the Tuolumne River.

- We support the added safety lighting and restructuring of both north and southbound lanes to reduce speed and improve pedestrian, bicycle, a vehicle traffic.

- We support the development of walking, biking, mixed-use paths along the 9th street corridor to connect communities to the Tuolumne River and promote physical exercise and other modes of transportation.

- We recommend stronger enforcement from the County to prevent business owners from storing or dumping industrial/automotive waste and debris along the river's edge, which directly pollutes and negatively impacts the surface and ground water of the area. We encourage the County to move auto recyclers away from the river as they are chronic polluters and eyesores. The river's edge is truly no place for these facilities.

- We encourage Stanislaus County to work in coordination with the Tuolumne River Regional Park Master Plan Update, to coordinate cohesive park access, trails, and wayfinding signage that reflects the efforts being currently developed.

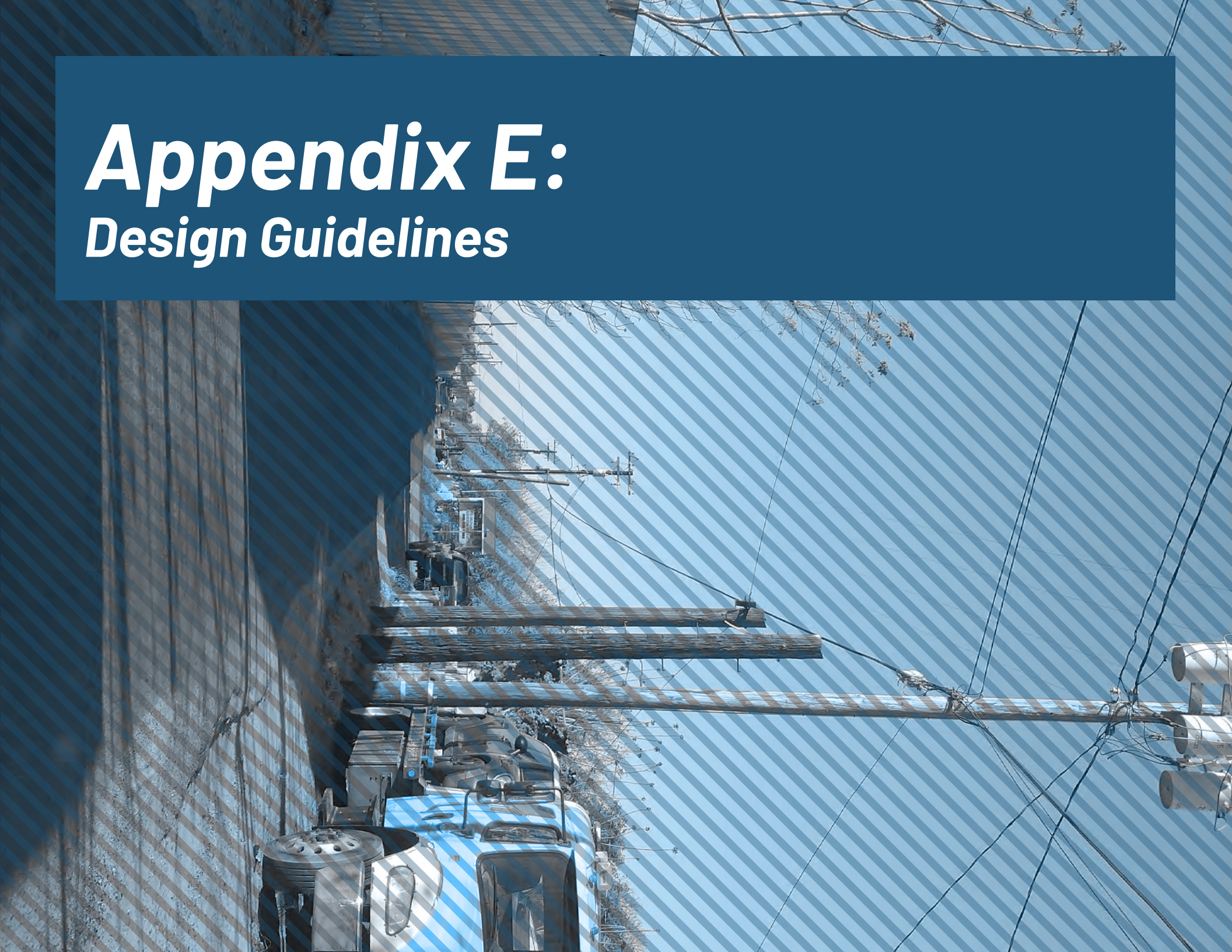
- We encourage the County to explore options for relocating the mobile home parks away from the river as they have been subjected to flooding in the past. As extreme weather events will lead to increased frequency and intensity of flooding in the future, mobile home parks are destined to be severely damaged and lives will be placed at risk. We recognize the need for affordable housing and so encourage the County to identify a more suitable location for any mobile home parks that are currently located along the river.

If there are any questions regarding the comments or feedback provided, please feel free to contact me at hilary@tuolumne.org.

For the river,

Hilary Moak
Central Valley Program Director
Tuolumne River Trust

Appendix E:
Design Guidelines



Design Guidelines

Purpose and Intent

The South 9th Street Corridor Plan includes goals to make the corridor safer and more inviting. Therefore, the following guidelines are intended to guide new private development, including additions to existing buildings, to help community revitalization efforts in the form of physical and aesthetic improvements, supporting the goals for the Plan. The purpose of these guidelines is to guide amendments to the Stanislaus County Zoning Ordinance or rezones to Planned Development or Planned Industrial land uses.

Thresholds for Additions

New building projects and major additions for properties along South 9th Street in the Plan Area should be consistent with the standards in these guidelines. Major additions are defined as follows:

- Additions that total 15% or more of the value of the existing building; or
- Additions that add 25% or more of square footage to the existing footprint

Building entry facing street with display windows.

Site Design

Parcels Abutting South 9th Street

Intent: The primary elevation of buildings is the main face of the building, has the most attention to architectural detail, and typically includes the primary building entry. The primary elevation of buildings should be oriented to face South 9th Street. On corner lots, the primary elevation should face 9th Street, the secondary frontage should be on the side street.

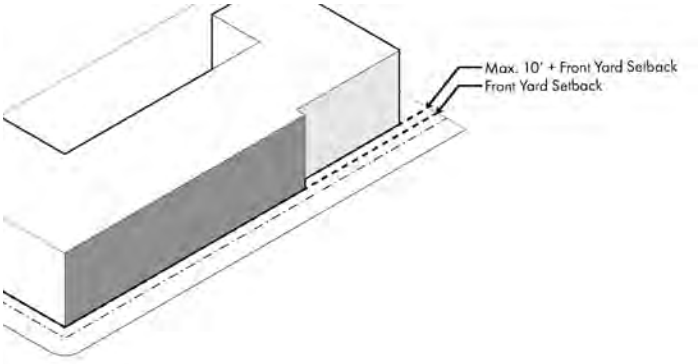
- The main office and visitor entrance should be oriented towards South 9th Street.
- An exception may be when the main office and visitor entrance may be located on a side of the building if there is a direct pedestrian connection from South 9th Street leading to an entry patio or courtyard area visible from the street.
- Businesses engaging in services to inoperable vehicles or vehicles with body damage should be designed to screen the vehicles from view of the public street.

Setbacks

Intent: A setback is the distance a building's edge is from the public right-of-way, usually the back edge of the sidewalk. Setbacks determine the relationship between buildings and the public right-of-way and have a significant effect on the pedestrian experience. The most vibrant parts of South 9th Street are where storefronts are close to the sidewalk, providing interest to pedestrians passing by.

Setbacks Along South 9th Street

- Buildings should be located at or within 10 feet of the South 9th Street setback line. Buildings may be set back from South 9th Street property line only as a means to create public spaces such as plazas or entries, display areas, provide a wider sidewalk, or access parking facilities behind the building.



Building frontage setback.

- Allowable uses in the setback area include:
  - Public spaces such as plazas or entries
  - Outdoor dining
  - Extension of public sidewalk space
  - No more than 50% of the front setback should be used as commercial display area, such as for vehicles or other products.
  - Product being displayed should not encroach into the public right-of-way, including sidewalks, or landscaped areas, or interfere with vision clearance if located on a corner lot.
- Uses not allowed in the setback space include:
  - Auto repair, or the storage of wrecked or inoperable vehicles.

Side and Rear Setbacks

- Where a parcel is abutting a parcel with an existing single family residential building, any part of the new building within 20 feet of the property line should be setback a minimum of 10 feet above the second floor, so the massing of buildings respects the scale of the surrounding neighborhoods.

Site Access, Parking, and Service/Delivery Areas

Intent: Minimize the impact of driveways and utility services to create a more welcoming and walkable street environment.

Pedestrian and Bicycle Access

- All buildings should be connected to the public sidewalk by a clearly delineated path or walkway.
- Primary routes for pedestrian circulation should provide universal access for people of all ages, size, ability, or disability wherever possible by minimizing the number of steps and elevation changes and providing ADA access to building entries.
- Design cues should be provided along pedestrian connections to help demarcate the transition between public and private spaces. Where there is a pedestrian connection between public and private space, at least one of the following design cues should be used:
  - Change in paving color,
  - Change in paving materials,
  - Landscaping on one or both sides of a walkway.
- Buildings should provide secure bicycle parking. Secure bicycle parking should be convenient from the street and should at a minimum provide for:
  - Covered, lockable enclosures with permanently anchored racks for bicycles;
  - Lockable bicycle rooms with permanently anchored racks; or
  - Lockable, permanently anchored bicycle lockers.

Vehicle Access

- Buildings and parking should be sited to maximize opportunities for shared parking, shared access entries, shared driveways, and to minimize the number of curb cuts on sidewalks along South 9th Street. Wherever possible, access driveways should connect to side streets rather than South 9th Street.
- Access points should be limited to the minimum number that is necessary to serve the property.
- Multiple-lot developments should provide vehicular access to individual lots from an internal street system, rather than creating additional driveways along public street frontages.

Bicycle parking, landscape and seating in front setback.

Multiple lot development with single vehicle access.

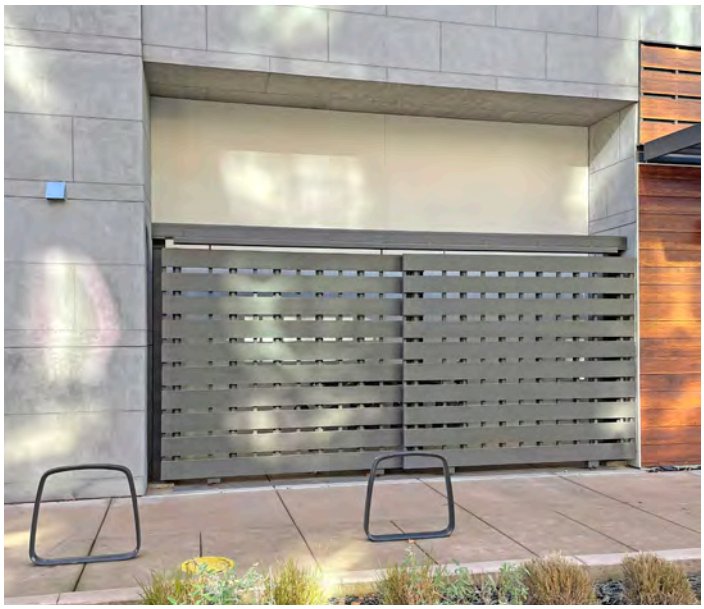
Parking Area Design

- Where parking abut the street or residential uses, vertical elements, such as low walls, fence, trellises, and landscaping should be incorporated into parking lot edges to make lots attractive and provide screening. However, screening should not obstruct views from a zone 3' to 7' above the ground, to ensure pedestrians can see into the lot for natural surveillance which will deter crime and provide vision clearance for drivers.
- Parking lots should be located behind or next to buildings, not between the building and South 9th Street.
- Parking lots should incorporate trees at sufficient intervals to reduce the heat island effect.

Service and Delivery Areas

- Service, delivery, and storage areas should be located on the sides or backs of buildings, away from public streets and pedestrian circulation.
- On-site queuing space should be provided for vehicles waiting to be unloaded.
- Refuse areas should be screened from public view with appropriate enclosures that incorporate design elements that match buildings.
- Refuse areas should be designed to accommodate on-site collection.
- All loading and pickup areas should be accommodated fully on site.
- Where property is facing residential uses on the east side of Bystrum Road, loading and refuse should be accessed in the following priority order:
  - Side Street;
  - South 9th Street;
  - Bystrum Road.

Building with parking at side, with parking lot screened by landscaping.



Refuse area with screening from public view.

Fences and Walls

Intent: Provide fences and walls that are durable and appealing design components rather than monolithic barriers.

Facing South 9th Street

- To the extent possible, fencing should not be utilized. Where incorporated, there is a preference for see-through fencing that promotes visibility.
- Solid fences and walls along South 9th Street should not exceed three feet in height within the front setback area along South 9th Street.
- Fences and walls at or behind the setback line along South 9th Street may be up to seven feet tall.
- Where used, chain link fencing should be blended into the site through landscaping consisting of ornamental trees, shrubs, and groundcover. If slats or decorative inserts are used, fencing should be located behind the front setback area, and flush with or recessed from buildings.
- Fencing and walls should be made of similar materials, heights, and construction techniques throughout the frontage. These design elements should reflect the material, colors, and design details of the building or buildings on the site.
- Fences or walls that are over 20 feet in length and visible from a public right-of-way should incorporate changes in material, texture, or wall plane every 60 feet maximum.
- Barbed wire, razor wire, or electric fencing should not be utilized.

Fencing with over 50% transparency.

Facing Side and Rear Yard

- Fences and walls may be up to eight feet tall at the side or rear yard, provided they are designed to meet all applicable County standards for vision clearance. Fences or walls should use similar materials, heights, and construction techniques throughout a development. These design elements should reflect the material, colors, and design details of the building or buildings on the site.
- The use of chain-link fencing visible from public streets is discouraged. Where used, it should be landscaped to screen the fencing.
- Fences or walls that are over 20 feet in length and visible from a public right-of-way should incorporate changes in material, texture, or wall plane every 60 feet maximum.
- Barbed wire, razor wire, or fencing with similar types of features are not allowed. Straight barbed wire, while discouraged, is allowed on side and rear yards.
- Electric fencing should not be utilized.

Stormwater Management

Intent: The South 9th Street corridor has seen incidents of flooding. Containing stormwater on site or nearby is one means to help alleviate stormwater flow. The following standards are meant to complement and not supersede any existing stormwater management regulations.

- On-site stormwater detention features such as drainage swales and retention basins should be used to minimize runoff into streets and parking lots.
- Stormwater runoff from roofs should be diverted to on-site vegetated swales or detention areas.
- Drainage swales and detention basins should not be fenced and should be landscaped.

Stormwater bioretention area in parking area.

Building Design

Massing

Intent: New buildings and major additions should face public streets with well composed, welcoming building frontages, or facades, that add to the attractiveness of the area.

Buildings of two stories or more should have a clearly defined base and roof edge so that the façade has a distinct base, middle, and top. Elements to articulate a building's façade should include:

- The top of the building should have one or more of the following:
  - a cornice line with minimum 6-inch overhang;
  - a parapet with minimum 6-inch cap;
  - eaves with brackets or other detailing; upper floor setbacks; and/or
  - sloped roof forms.

Mixed-use building showing a clearly defined base, middle, and top.

- The middle or body of the building should have a façade made up of regular components including one or more of the following:
  - consistent window pattern;
  - regularly spaced pilasters;
  - recesses; or
  - other vertical elements.
- The base of the building should have one or more of the following:
  - recessed ground floor;
  - a continuous horizonal element at the top of the ground floor; and/or
  - enhanced window or entry elements such as awnings or canopies.

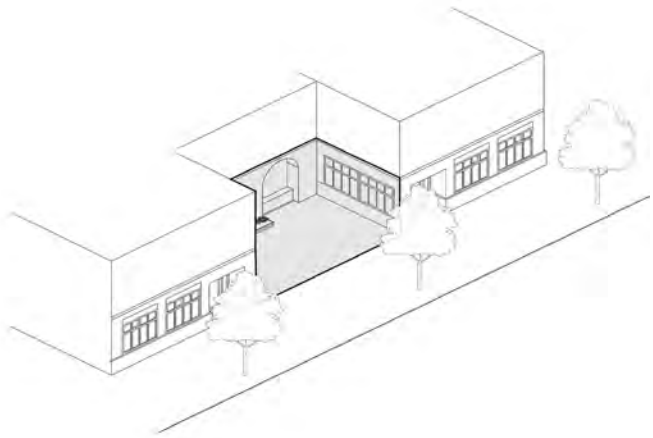
Where pedestrians have access to the base of the building, high quality, durable, and easy to clean materials and finishes should be used, such as stone, brick, cementitious board, glass, metal panels, and troweled plaster finishes.

- Building façades should establish a human-scaled rhythm with individual building bay widths of 20 to 50 feet. Horizontal or vertical wall articulation should be expressed through the use of at least one of the following:
  - wall offsets;
  - recessed entries;
  - bay windows;
  - projecting wing walls;
  - roof overhangs;
  - second floor setbacks;
  - canopies;
  - porches; and/or
  - other structural projections.
- Commercial and retail buildings should have architecturally articulated storefronts. Window treatments, awnings and public entries should be designed to promote active use of ground floor businesses.

Entries

Intent: Entries should be visible from the street and welcoming to visitors and passersby.

- Main building entrances should be oriented toward the sidewalk on South 9th Street and include architectural features that give them prominence by using one or more of the following:
  - Building entries should be recessed into entry bays, to create transitional spaces between the street and buildings.
  - Entries covered with projecting roofs, canopies or trellises.
  - Architectural detailing and materials.
- Architectural detailing and materials should be used to distinguish between entries to visitor and employee/service entries.



A recessed entry bay providing a transitional space between the building and street.

Corner Buildings

Intent: Building corners provide additional opportunities for architectural distinction within a streetscape, and treating corners differently than mid-block building forms helps to create landmarks and provide identity for corridors like South 9th Street.

- Where corner properties exist on 9th Street, at least one of the following special elements should be integrated at the corner to activate and energize the intersection:
  - Special architectural and design features facing the corner, such as taller building elements or prominent architectural detail.
  - A small setback to provide a public plaza with direct access to the building.
  - Special or unique landscape treatment.
- Where feasible, the main entrance of a corner building should be located at the corner.

Corner building with prominent architectural details and openings facing the street.

Residential Development

Intent: Bystrum Road should be used to provide opportunities for redevelopment into a multi-family and "missing middle" residential corridor.

- Bystrum Road should consider accommodating various types of multi-family housing, including cottage courts, duplexes, townhomes and garden apartments facing onto Bystrum Road.
- Bystrum Road should be improved with curb, gutter and fourfoot minimum width sidewalks on both sides, to be constructed as new projects are developed.
- New development along Bystrum Road, south of Sonora Avenue, should be adequately set back from the ultimate planned road right-of-way to accommodate consistent width of street paving along the length of Bystrum Road.

Riverfront Development

Intent: The riverfront area of South 9th Street has an opportunity to become an asset if properly developed.

- Properties developed along the river should have a public component to them, opening the river to public access available to residents and visitors to the neighborhood.
- Properties developed along the river should accommodate anticipated flood levels to ensure public safety.

Roof Design

Intent: Provide roof designs that contribute to visual interest along South 9th Street while allowing for durability and economy.

- Flat roofs should include a cornice or parapet detailing. Sloped roofs should include detailing around eaves.
- Roof-mounted mechanical, electrical, and external communication equipment, such as satellite dishes, HVAC equipment and microwave towers, should be screened from public view.
- For new townhouse and similar dwelling group developments, no more than four side-by-side units may be covered by one unarticulated roof. Variation may be accomplished by changing the direction of slope, and by including elements such as dormers.

Windows

Intent: Windows should prioritize visibility into and from buildings along the street, adding to the safety and security of the area.

- For commercial and retail buildings, on façades that face a public street, windows that allow views into and from interior spaces should be provided, and long stretches of blank walls should be avoided wherever possible.
- For residential buildings, windows should have an architectural distinction that reflects the residential character of the building. Residential building walls along South 9th Street should have windows at all floors above ground level.
- For mixed-use buildings, windows patterns should architecturally distinguish a building's first floor retail character, with a higher percentage of windows than on upper floors.

Commercial building articulated by canopies over windows.

Building Details and Materials

Intent: Promote materials, finishes and colors that are substantial, long lasting and increase the visual quality of individual businesses and public frontages.

- Where there are two or more buildings on a site, building materials should be selected to complement the site and adjacent development. The use of similar materials on buildings provides a strong link that unifies varying architectural features of multiple buildings.
- In commercial and mixed-use buildings, selective use of awnings and canopies is encouraged as an integral part of the building design to provide shelter for pedestrians, an element of scale and visual interest, and solar shading for windows and storefronts. Signage on awnings should be limited to the awning flap or valance.

Lighting

Intent: To ensure that the lighting design of new buildings and major additions provide enough lighting to ensure public safety while not intruding onto neighboring properties or into the sky with glare.

- Lighting should be designed to minimize off-site glare or spill onto neighboring streets or properties.
- Parking lots should be designed with a greater number of shorter, low wattage, tightly spaced fixtures rather than a lesser number of taller, higher-wattage fixtures.
- Building-mounted lights should be limited to those needed for safe and secure building access. External building light fixtures should be fully shielded and directed downward. High intensity building mounted security lights without a shield and not directed downward are strongly discouraged.

Landscaping

Intent: Landscaping provides opportunities to enhance both the public right-of-way and private property, and contribute to environmental quality by reducing stormwater runoff, casting shade, improving air quality, and providing visual relief. As South 9th Street is within the City of Ceres sphere of influence, Ceres Water Efficient Landscape Guidelines should be adhered to, unless the City of Ceres otherwise defers to County standards.

- Provide a variety of landscaped spaces to accommodate different activities and needs, including buffering from sidewalks, at the perimeter of parking areas, and seating and dining areas,
- Incorporate landscaped corner plazas, courtyards and other street-level open spaces to identify and establish special locations in the area.
- Plant materials should be native California or non-Invasive, drought tolerant species adaptable to the Central Valley climate, with exceptions for higher water using plants used for limited focal point landscaping, such as at entry points or gateways. .
- Trees should be planted in and around parking lots to provide shade and visual relief.
- All plants located adjacent to buildings, sidewalks, pathways, curbs, roads or other obstructions should be installed to accommodate their minimum spread at maturity.
- The palette of plant materials in landscape areas should create an aesthetically-pleasing space through a mix of colors, heights and types of plants.
- Landscaped areas should be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

Signage

Intent: To ensure that signage along South 9th Street is attractive and communicates well without being overbearing. All signage should adhere to Chapter 26 - Signing Standards in the Ceres Zoning Code, unless the City of Ceres otherwise defers to County standards.

- Signage should consist of addresses and names of businesses. Signs advertising products or businesses not at the subject address are discouraged.
- Signage should be integrated into the architecture of the building or landscape fronting the street.
- Monument signs larger than 32 square feet in area and six feet in height should be discouraged.
- Internally illuminated (cabinet) lighting is strongly discouraged. All lighting should be externally illuminated or backlit individual letters.
- Signs should not obscure architectural elements on buildings such as windows, rooflines or vertical elements such as columns.

CPTED Standards

Intent: Crime Prevention through Environmental Design (CPTED) is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life.

CPTED is effective because of the concept of "defensible space." This concept suggests that space in the human environment is defendable, and if it is or appears to be guarded, it is less likely that a crime or unsafe event would happen there. Four key strategies of CPTED— natural surveillance, territorial reinforcement, access control, and maintenance— have associated design guidelines.

Development with window and door openings facing the street.

Natural Surveillance (Eyes On The Street)

Natural surveillance is the design of an area that places physical features, activities, and people in locations that maximize the ability to see what is occurring in a given space. An example of natural surveillance is an open area visible from a sidewalk or street. This visibility allows pedestrians and motorists passing by to see into the area and detect activity there. New development should follow these guidelines:

- Adjacent to public streets and open spaces, design landscaping to provide visibility and properly trim and maintain ground landscaping to a maximum height of 36 inches and trees to a minimum height of 7 feet which allows clear visibility to view the area.
- Use a greater number of appropriately scaled lighting fixtures to illuminate the pedestrian environment, rather than a few taller fixtures. Pedestrian-scaled lighting along walkways should be no higher than 20 feet and spaced no farther than 30 feet'.
- New development shall orient a minimum of one window or door opening onto each side of the development that borders a public street or open space.

Territorial Reinforcement

Territorial reinforcement is the design of an area that clearly defines its boundaries and ownership. All space can be defined as public, private, or semi-public/semi-private. The underlying principle of territorial reinforcement is that the transition between spaces should be clearly identifiable for both the user and others in the area. Territorial reinforcement allows legitimate users to develop a sense of ownership over a space and act as guardians.

New development of uses should provide the following:

- Decorative fencing or landscaping should be placed around the semi-private outdoor patio of a business or residence adjacent to a public street or open space. The fencing or landscaping should be no greater than 36 inches.
- Proper signage that communicates the ownership of a space and the rules of its use should be provided where businesses use outdoor space.

Territorial reinforcement in the form of fencing placed around the semi-private outdoor patio of a business.

Access Control

Access control is the physical guidance of movement to and from a space by the placement of entrances, exits, fencing, landscaping, locks, and other barriers. This CPTED strategy works because it not only limits and guides movement, but it also causes improper access to be noticed more readily. The following should be provided in new development:

- Provide separated and well-marked pedestrian pathways through parking lots and private open spaces, which give direction to the users and create a safer path of travel by alerting observers to the concentrated presence of pedestrians.
- Place bollards across pedestrian entrances to private or public open spaces to prevent vehicle entry but allow pedestrian entry. If needed, bollards may be made removable for emergency vehicle access.
- Limit the number of pedestrian entries into a private or public open area to no more than two along each street frontage, to control access and provide better observation of who is entering and leaving a space.

Access control in the form of bollards placed across pedestrian entrances to private or public open spaces.

Maintenance

Maintenance is the upkeep of an area or building. It demonstrates that someone cares about a space, is watching, and will defend the property against crime. Routine maintenance or clean-up can have a great deal of impact in making an area unattractive to illegitimate activities. To create a perception of responsibility and caring in neighborhoods, property owners, tenants, and residents should follow the following guidelines:

- Development should provide signage indicating who is responsible for the physical maintenance of a development or business.
- Broken windows, and debris and litter should be immediately addressed.
- Broken down equipment, inoperable vehicles, and outdoor material storage should be screened from view of the public.
- Landscaping should be maintained.

An example of a well-maintained property.

Appendix F:
Transportation Concepts & Alternatives

Transportation Toolkit

This Plan recommends a variety of transportation infrastructure improvements. Common active transportation infrastructure types are below. Walking facilities include sidewalks, crosswalks, and shared-use paths. Bicycling facilities include shared-use paths, separated bikeways, bike lanes, and bike routes.

Walking Facilities

Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Sidewalks may be used by people riding bicycles unless prohibited.

Crosswalks

Crosswalks are street crossings for pedestrians and may be marked or unmarked. Marked crosswalks feature striping and other enhancements. These features may be used to to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- **Controlled crosswalks** are located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Additional features can be added to crosswalks to increase visibility on busy streets:

- **High-visibility crosswalk** markings add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Median refuge islands** allow pedestrians to cross one direction of traffic, then wait in the center of the street to cross the other direction of traffic.
- **Rectangular rapid flashing beacons (RRFBs)** allow the pedestrian to activate a flashing light when crossing.
- **Pedestrian hybrid beacons (PHBs)** require traffic to stop for pedestrians when activated, but allow vehicles to proceed with caution after the pedestrian crossing has been completed.


SWEEPING
2 HOUR
PARKING


DETOUR

Bicycle Facilities

Shared-Use Paths

Shared-use paths (Class I), often referred to as bike paths, are off-street facilities that provide exclusive use for non-motorized travel by bicyclists and pedestrians.

Separated Bikeways

Separated bikeways (Class IV), also known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists.

Bike Lanes

Bike lanes (Class II) are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists.
Buffered bike lanes have an additional painted section of pavement that provides space between bike and motor vehicle travel lanes.

Bike Routes

Bike routes (Class III) are streets with signs and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles.

Bike Parking

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. At locations with high ridership, both short-term and long-term parking should be accommodated.

Short-term bicycle parking, such as bike racks, is intended for visitors, allowing patrons to park their bike for short periods. Bike parking should be located in well-lit areas and near building entrances to discourage theft. Long-term bicycle parking is intended for employees and residents to protect bicycles for extended periods. Long-term facilities are more secure, including bike lockers, bike cages, and bike rooms.

Traffic Calming

Traffic calming can include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Traffic calming devices may employ vertical deflection, such as speed bumps, or horizontal deflection such as curb extensions.

Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety. Restriping narrower travel lanes for vehicle traffic can reduce motor vehicle speed. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Wayfinding

Wayfinding signage can be used to direct users to key destinations and connecting facilities. Wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at intersections of key bicycling and walking routes. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs may be augmented by signs depicting distances in miles to encourage walking and bicycling. Class III bike routes designations and signage can also be used to assist with wayfinding on roadways without other marked bike facilities.

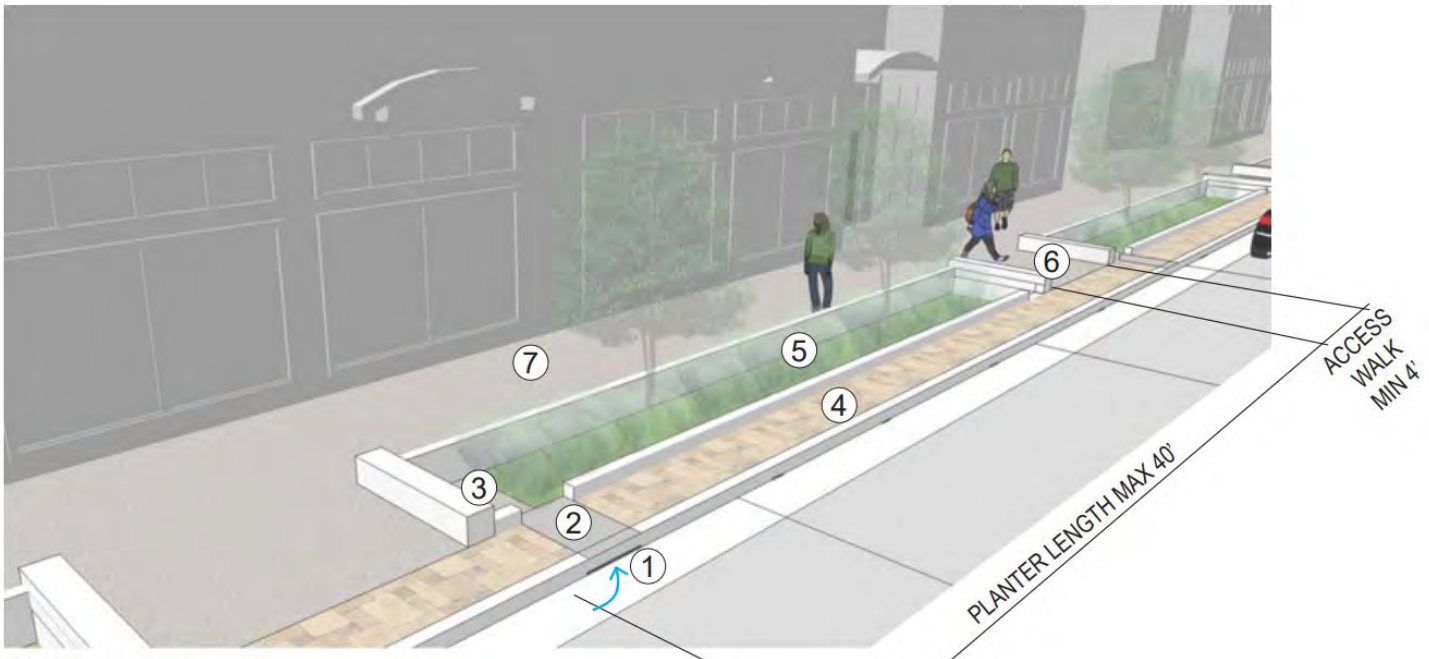
Green Infrastructure

Green infrastructure plays a crucial role in urban environments by managing stormwater, enhancing infrastructure resilience, and improving aesthetics. These systems utilize natural processes to capture, filter, and slowly release rainwater, reducing the risk of flooding and alleviating pressure on conventional drainage systems. By integrating vegetation and soil, they also help mitigate urban heat islands and provide essential habitats for local wildlife.

Effective stormwater management ensures that nearby land and roads are less susceptible to damage from runoff and flooding, thereby reducing maintenance costs and disruptions. Bioswales and stormwater planters can be strategically placed along roadways, offering dual benefits of environmental enhancement and infrastructure resilience.

Additionally, green infrastructure contributes to pedestrian and cyclist comfort by creating more aesthetically pleasing and safer travel environments.
Thus, green infrastructure not only supports effective stormwater management but also enhances the functionality and livability of transportation systems.

For more information on Green Infrastructure, as well as example guidelines, see the City of Denver Public Works' Ultra-Urban Green Infrastructure Guide (https://denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Department-of-Transportation-and-Infrastructure/Programs-Services/Green-Infrastructure/Ultra-Urban-Guidelines).



1. PLANTER INLET
2. COVERED DRAINAGE CHASE (INLET TO FOREBAY)
3. FOREBAY (SEDIMENT COLLECTION)
4. STEP-OUT ZONE
5. PLANTING AREA (IRRIGATED)
6. ACCESS WALK
7. PEDESTRIAN SIDEWALK

Source: Stream Design, 2015.

Lighting

Sufficient lighting can improve safety for all road users. Well-lit streets reduce the risk of collisions due to decreased visibility. Lighting can also reduces the fear of crime. This increase in perceived security can encourage pedestrian activity at night, specifically at and near transit stops.

Thoughtfully designed lighting can beautify urban landscapes and create a welcoming atmosphere. Pedestrian walkways should have lighting that allows people to identify faces from about 30 feet away.

For more information on making lighting decisions that benefit pedestrian safety, see FHWA's Pedestrian Lighting Primer (https://safety.fhwa.dot.gov/roadway_dept/night_visib/docs/Pedestrian_Lighting_Primer_Final.pdf_).

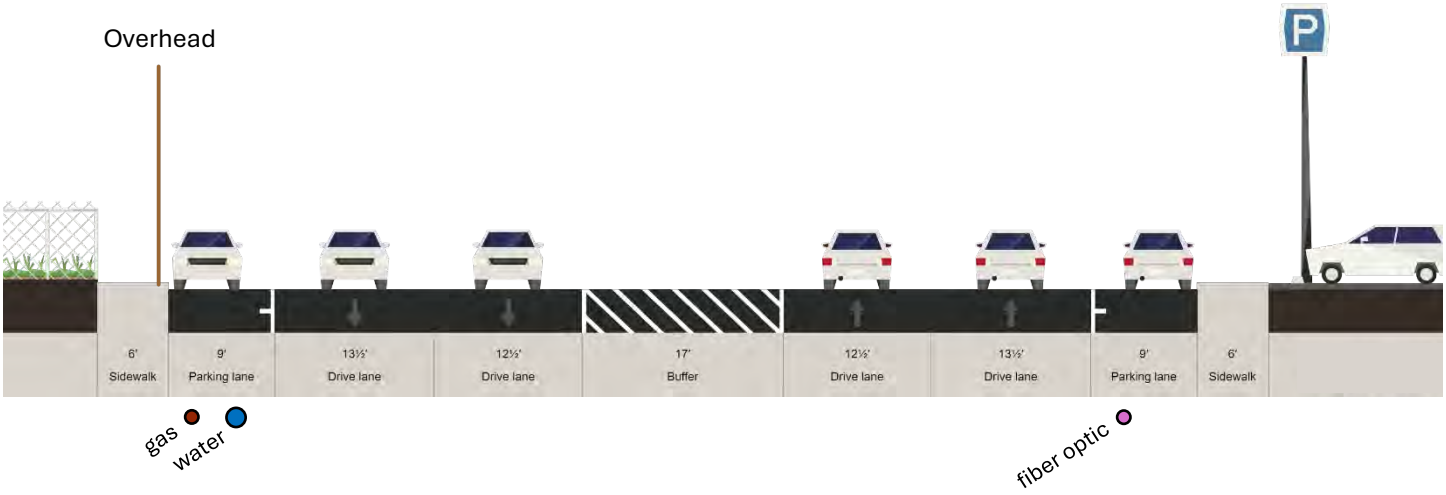
Stormwater planters and pedestrian-scale lighting. (Source: Better Streets San Francisco Project.)

South 9th Street (River Road to Pecos Avenue) Cross-Sections

Measurements in all cross-sections shown are approximations. Detailed engineering study of individual projects will be required to refine these concepts.

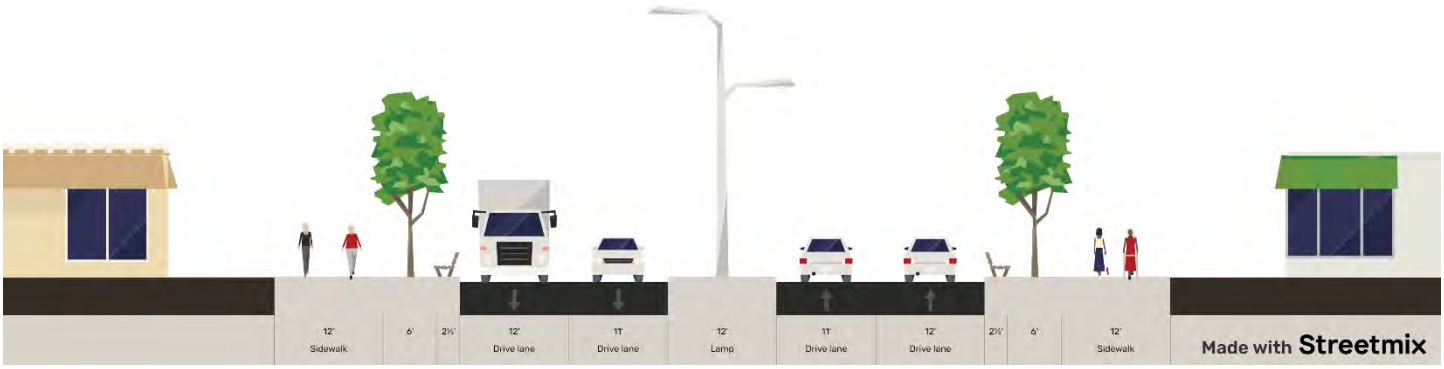
Existing

- ~99 ft of County Right of Way (painted white line to painted white line)
- 12-20 ft of setback from painted Right of Way line to building faces



Following the evaluation of existing conditions and hearing from the public and the Project Advisory Group about their priorities, three alternative cross-sections were developed for the South 9th Street corridor. These corridor alternatives are shown below.

Alternative 1a: Wide shared-use area



Features:

- Two vehicular travel lanes in each direction
- Wide raised shared-use area for bikes and pedestrians
- Street trees
- Median streetlights and landscaping
- Curb side street furniture and stormwater planters
- No street parking

Alternative 1b: Sidewalk and raised bike lane

Features:

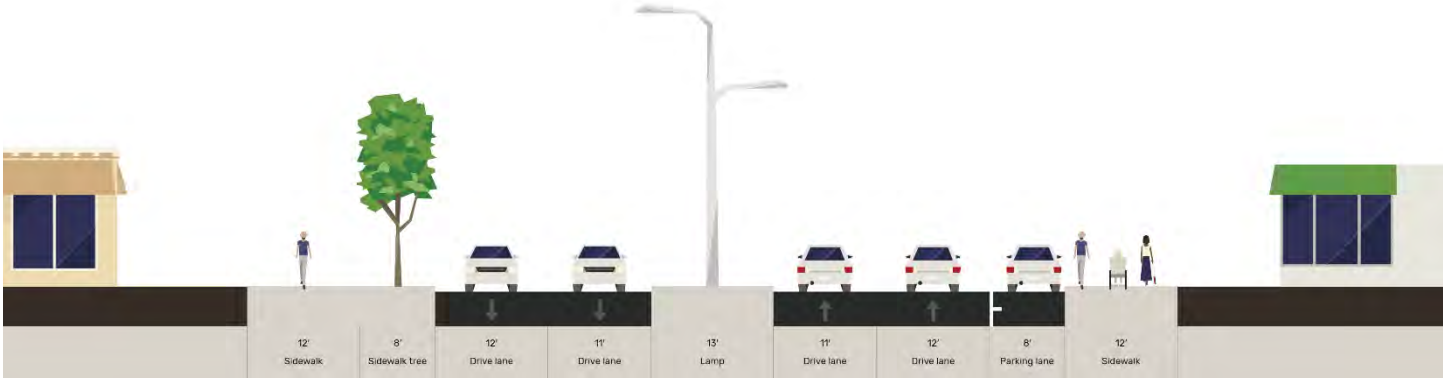
- Bike travel area delineated from walking area with paint, color, or varied texture pavement
- All else same as Alternative 1a

Alternative 2a: On-Street Parking

Features:

- Two vehicular travel lanes in each direction
- Street parking on east side of corridor
- Curb side street trees
- Median streetlights
- Trade-off: centerline not centered

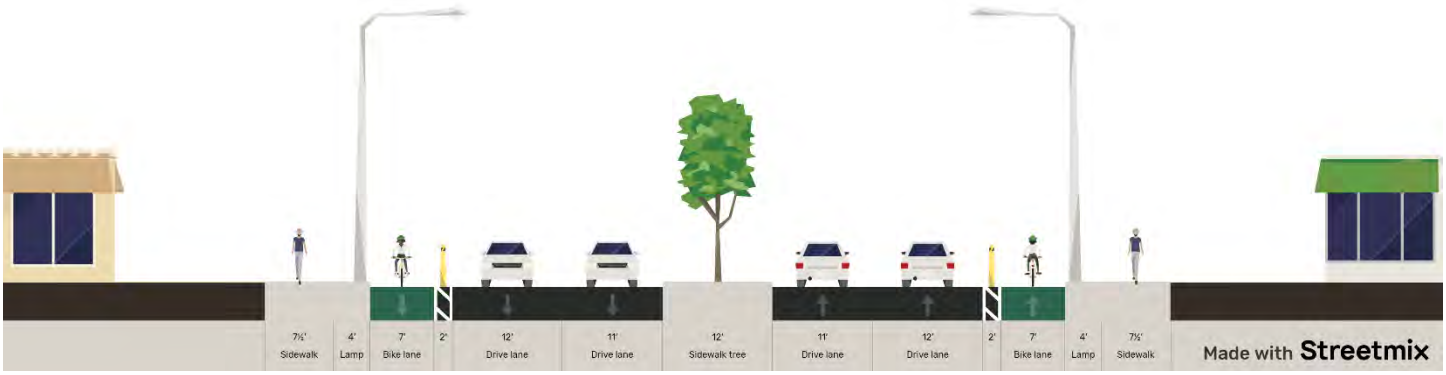
Alternative 2b: On-Street Parking (centerline maintained)



Features:

- Same travel widths as Alternative 2a
- Trade-off: centered/symmetrical, but loses street tree on one side

Alternative 3: Cycle track



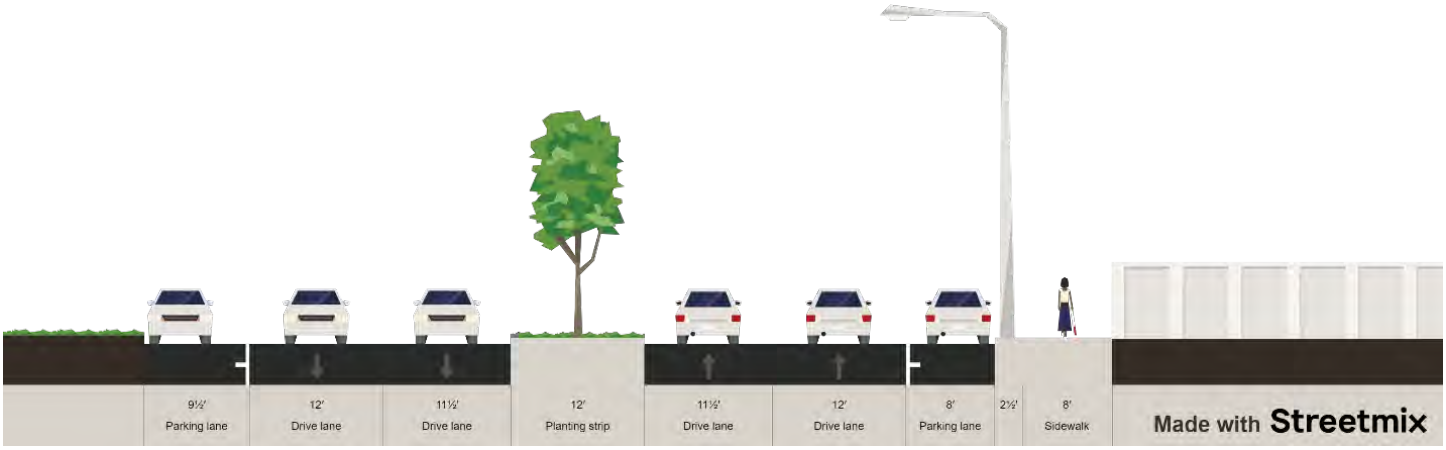
Features:

- Two vehicular travel lanes in each direction
- Landscaped median
- Cycle track on either side of the street with vertical delineation
- Street lighting illuminated
- No street parking

South 9th Street (Pecos Avenue to SR 99) Cross-sections

Existing right-of-way on South 9th Street narrows slightly to approximately 95 feet in this segment.

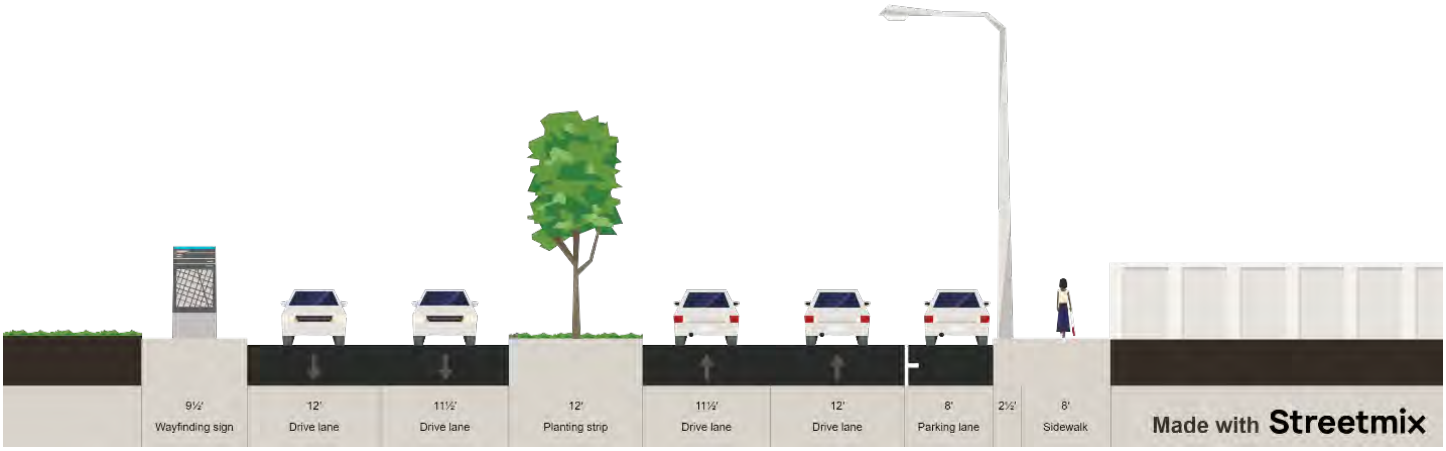
Alternative 1: Truck Parking



Features:

- Two vehicular travel lanes in each direction
- Maintains parking on both sides of the street
- Landscaped median
- Street lighting on the east side of the street

Alternative 2: Gateway Elements



Features:

- Two vehicular travel lanes in each direction
- Same features as Alternative 2 with the exception of removing parking on west side in favor of gateway elements

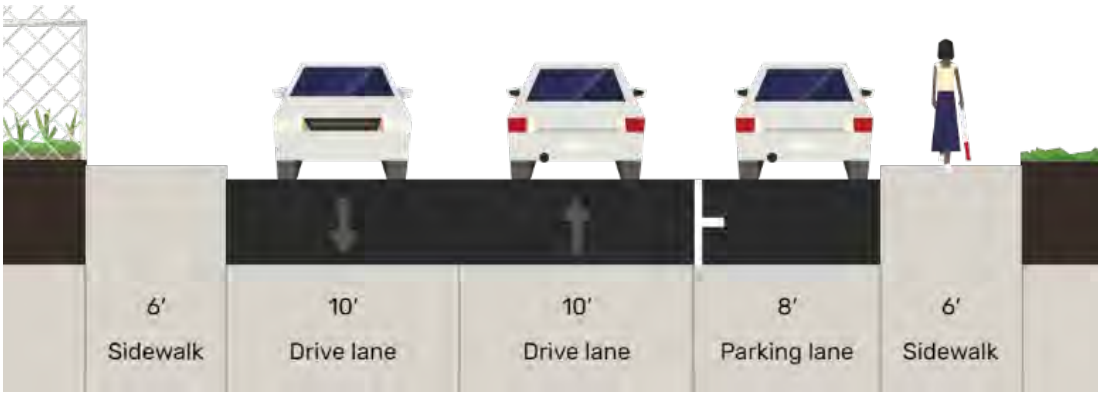
Bystrum Avenue (River Road to Sonora Avenue) Cross-section

Existing:

- Right-of-way was estimated to be approximately 40 ft

Proposed:

Land Use Context: multi-family residential and along Bystrum Road



Features:

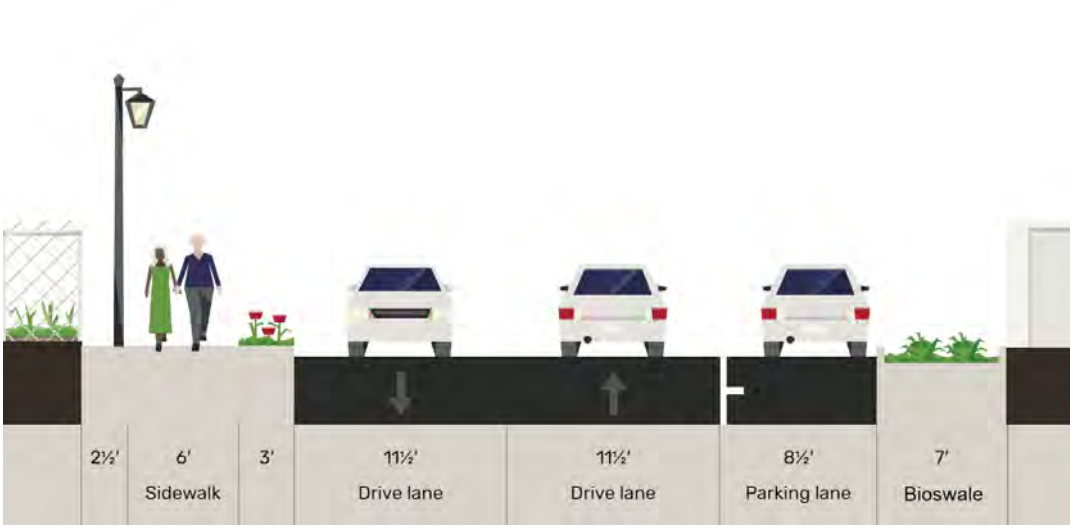
- Construct sidewalks on both sides of the street
- Narrowed driving lanes through residential areas
- Parking lane on east side of road
- Lower posted speed limit and encourage drivers and bicyclists to "share the road" through marking and signage
- Add additional traffic calming elements to reinforce bicycle boulevard feel

Hosmer Avenue (South 9th Street to Bystrum Avenue) Cross-section

Existing:

- Right-of-way was estimated to be approximately 50 ft

Proposed:



Features:

- One vehicular travel lane in each direction
- On the north side of Hosmer Avenue, narrow landscaping strip, street lighting, and sidewalk
- On the south side of Hosmer Avenue, given flooding concerns along Hosmer Avenue, stormwater will be collected in a bioswale/stormwater planter


COMPLETE
AUTO
REPAIR
BRAKE & LIGHT
TEST FOR DMV
SMOG CHECK
HABLAMOS ESPAÑOL
SMOG
STATION
Best Buy Auto Glass
209-521-2002

Appendix G:

Infrastructure Project List & Cost Estimates

Project List & Cost Estimates

The project lists below are organized into the following categories:

- Roadway and Green Infrastructure
- Bicycle & Pedestrian Facilities
- Intersection Treatments

Cost estimates are based on unit costs developed from recent local projects. All project cost estimates are high-level, and more detailed study of individual projects will be required to refine them, taking into account considerations for land acquisition, road widening, and utility relocation costs. Specific costs will vary based on local conditions.

Refer to Appendix A for roadway, intersection, and bike facility recommendations from other related plan documents for areas immediately outside of the Plan Area on 9th Street, Bystrum Road, River Road, and Latimer Avenue. Consider bundling projects to improve funding, design, and construction efficiency.

Roadway & Green Infrastructure

Infrastructure Project	Location	Assumed Phase	High-Level Cost
Repaving	South 9th St from River Rd to SR 99 On-Ramp	Near	$$
Re-striping	South 9th St from River Rd to SR 99 On-Ramp	Near	$$
Raised center median (reconstruction)	South 9th St from River Rd to Pecos Ave	Medium	$$
Raised center median (new)	South 9th St from Pecos Ave to SR 99 On-Ramp	Long	$$
Lighting (repair, replace, and/or new)	South 9th St, approximately every 150 feet	Medium	$$
Traffic calming	Bystrum Rd	Medium	$$
Streetside stormwater planter	Hosmer Ave	Medium	$$
Streetside stormwater planter	South 9th St	Medium	$$
Street trees & Street tree grates	South 9th St	Medium	$$

Bicycle & Pedestrian Facilities

Infrastructure Project	Location	Assumed Phase	High-Level Cost
Rail to Trail	Rail spur between Janopaul Ave and South 9th St, from River Rd to SR 99	Long	$$$
Class I Shared/Multi Use Path	South 9th St from River Rd to Pecos Ave	Medium	$$$
Class I Shared/Multi Use Path	Pecos Ave from South 9th St to South 7th St	Near	$$$
Class II Bike Lane	Latimer Ave from South 9th St to Avon St	Medium	$
Class IIB Buffered Bike Lane	South 9th St Bridge (South 9th St from B St to River Rd)	Medium	$$
Class III Bike Route	Bystrum Rd from River Rd to Latimer Ave	Medium	$
Class III Bike Route	River Rd from South 9th St to Herndon Ave	Medium	$
Class III Bike Route	Hosmer Ave from South 9th St to Bystrum Rd	Medium	$
Class III Bike Route	Sonora Ave from Bystrum Rd to Herndon Ave	Medium	$
Wayfinding	South 9th St, River Rd, Bystrum Rd	Medium	$
Sidewalk	River Rd from rail spur to Avon St	Medium	$$
Sidewalk	Hosmer Ave from Flores Ave to Bystrum Rd	Medium	$$
Sidewalk Amenities (e.g., Benches, Public Art)	South 8th St	Medium	$

Intersection Treatments

Infrastructure Project	Location	Assumed Phase	High-Level Cost
Signalize Intersection	South 9th St & River Rd	Medium	$$$
Marked Crosswalks		Medium	$
Curb ramps		Medium	$
Signalize Intersection	South 9th St & Hosmer Ave	Near	$$$
Marked Crosswalks		Near	$
Curb ramps		Near	$
Signalize Intersection	South 9th St & Sonora Ave	Medium	$$$
Marked Crosswalks		Medium	$
Curb ramps		Medium	$
Install LPI	South 9th St & Latimer Ave	Near	$
Modify curb ramp		Near	$
Install LPI	South 9th St & E Hatch Rd	Near	$
Ramp Approach Modifications	South 9th St & SR-99 WB Off-Ramp	Long	$$$
Slip Lane Removal		Long	$$
Signalize intersection		Long	$$$
Marked crosswalk		Long	$
Curb ramps		Long	$
Marked Crosswalks	Bystrum Rd & River Rd	Near	$
Curb ramps		Near	$
Rectangular Rapid Flashing Beacons		Near	$
Curb extensions	Bystrum Rd & Latimer Ave	Near	$$
Marked Crosswalks		Near	$
Curb ramps		Near	$

South 9th Street Corridor Plan

Stanislaus County Board of Supervisors

January 14, 2025

Stanislaus County

FEHR PEERS

PLACEWORKS

CIVICWELL

Sustainable Communities Transportation Planning Grant

Funded through a Caltrans Sustainable Communities Transportation Planning Grant.

Grant Award:
$223,682

Project Timeline:
November 2023 — February 2025

Stanislaus County

CIVICWELL

FEHR PEERS

PLACEWORKS

Purpose

Corridor Plan: A blueprint intended to guide public improvements, private development, and economic growth along a key transportation corridor and surrounding area.

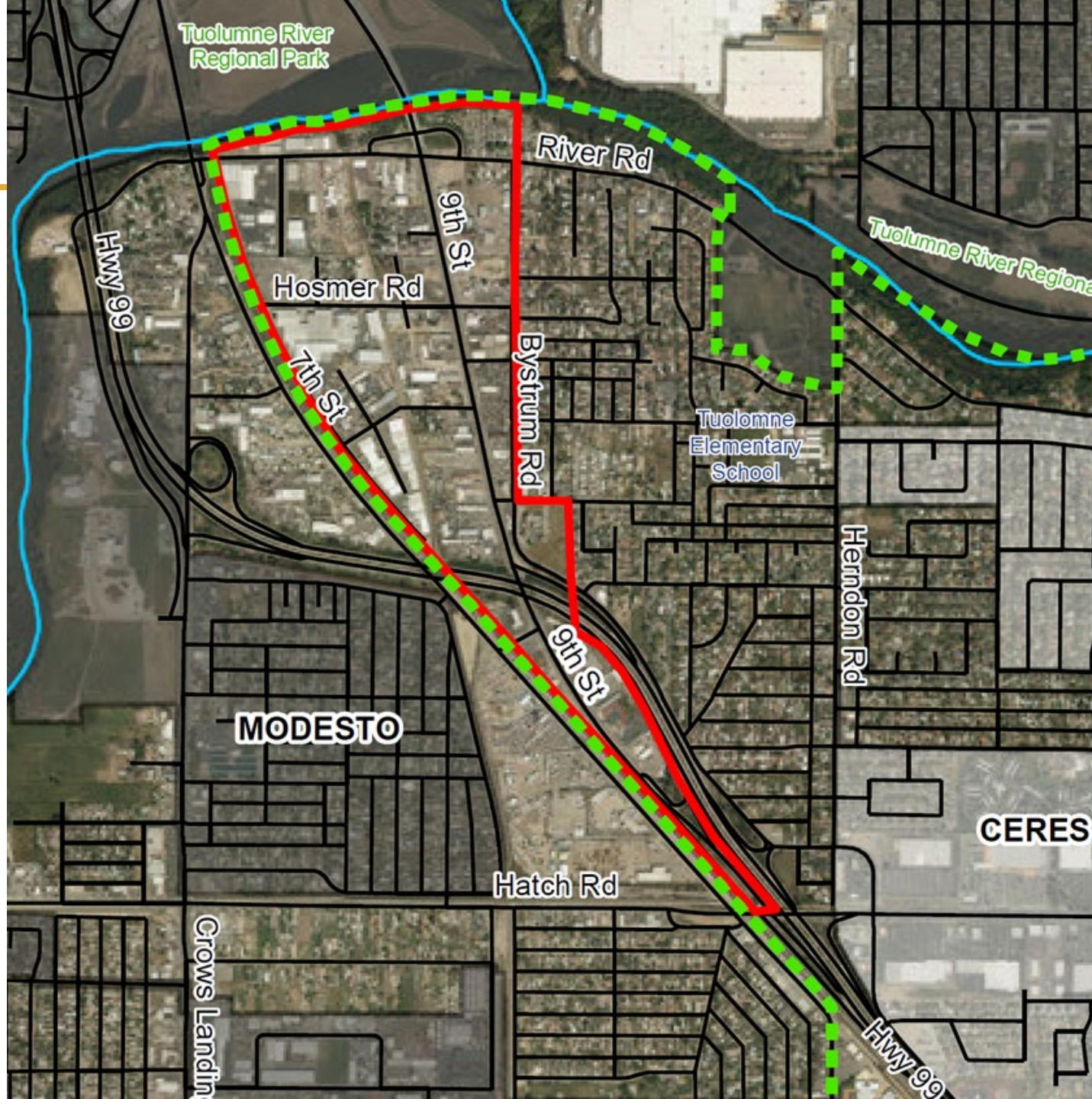
- Aims at promoting safety, enhancing connectivity and land use compatibility

Project Area

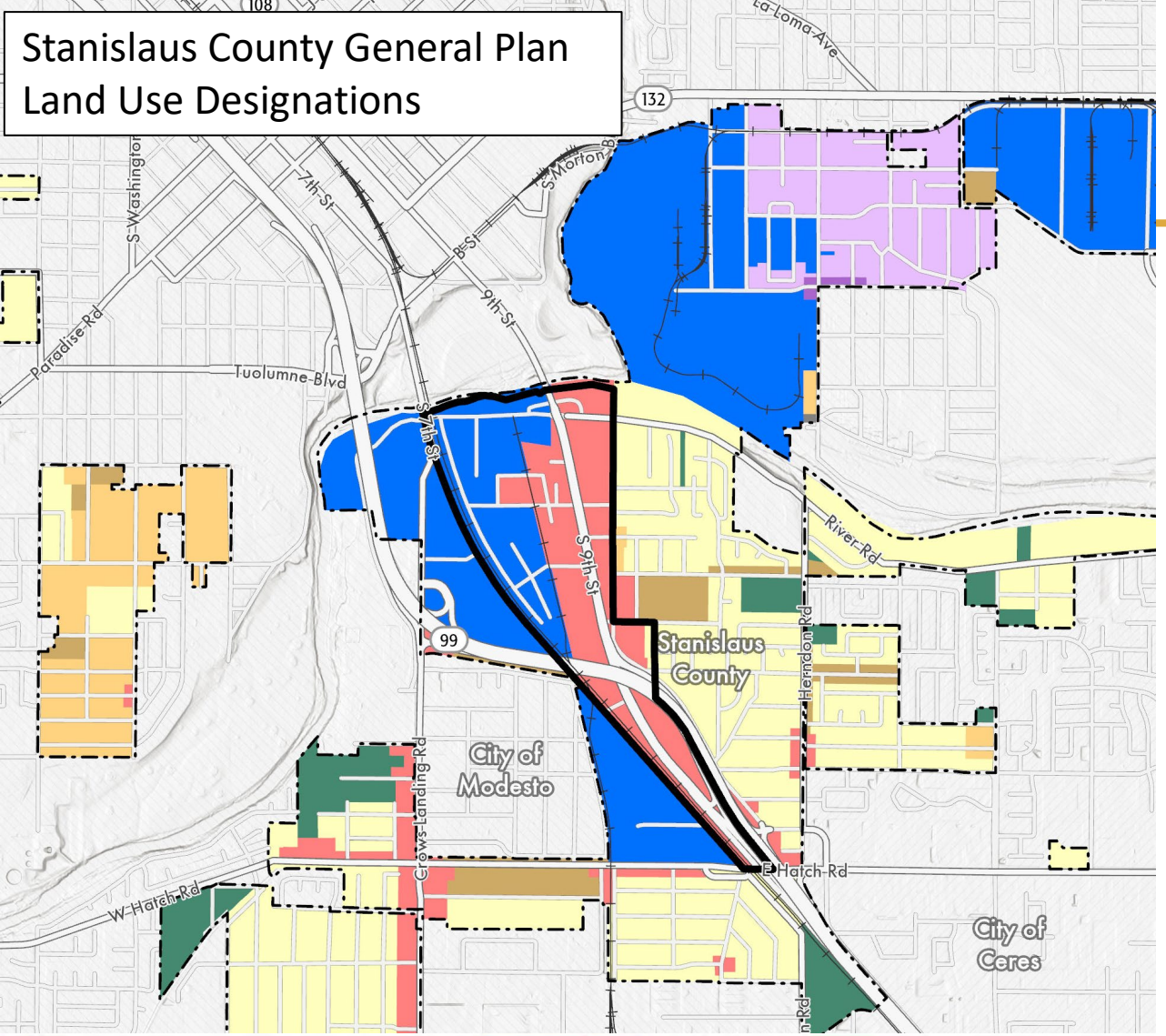
A 1.25-mile unincorporated stretch of South 9th Street from the Tuolumne River to East Hatch Road, encompassing areas between the Southern Pacific Railroad and Bystrum Road.

The South 9th Street Corridor Plan recognizes the importance of South 9th Street as a **regional resource.**

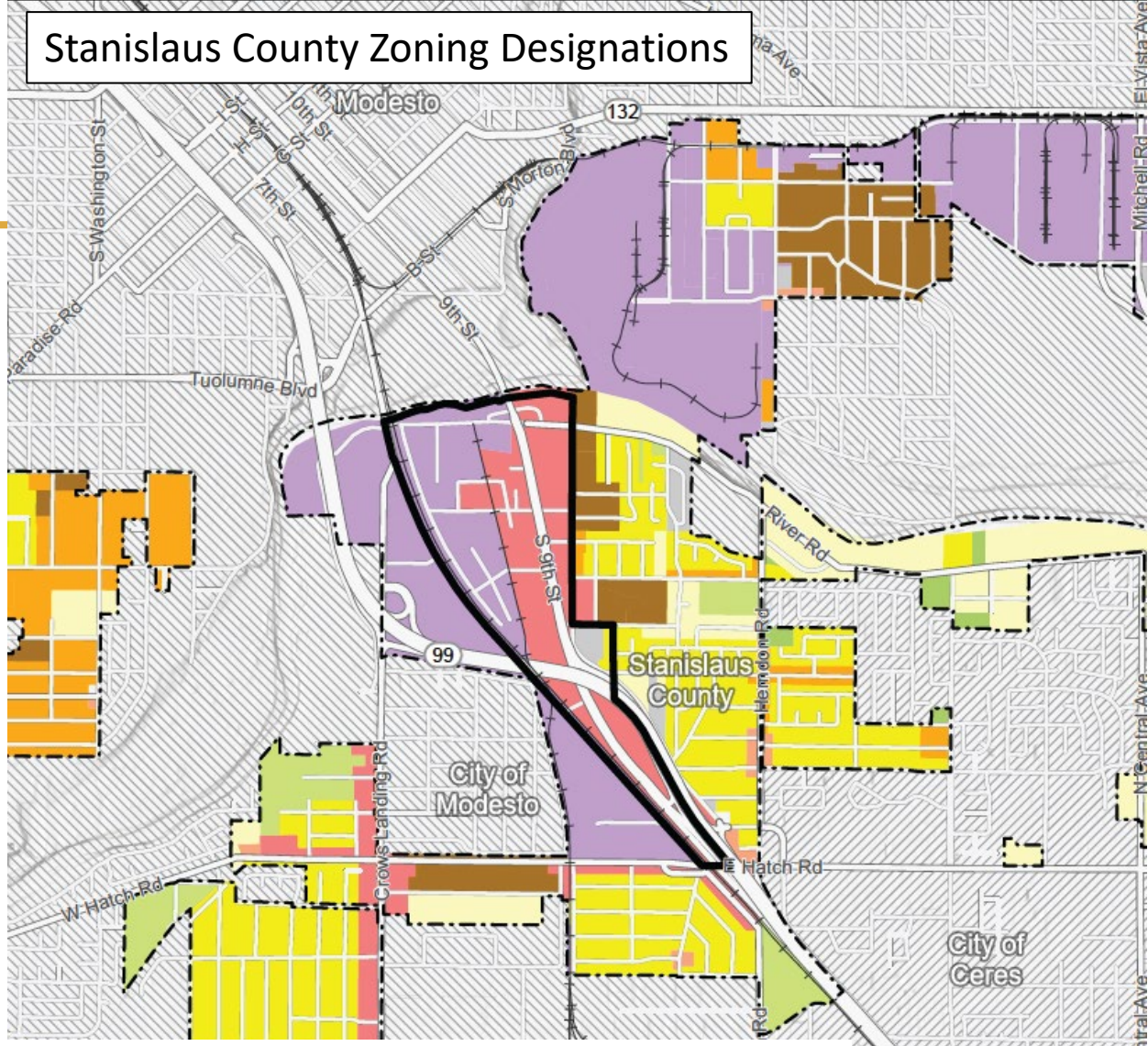
- Major corridor connecting Downtown Modesto, State Route 99, and the City of Ceres



Stanislaus County General Plan Land Use Designations



Stanislaus County Zoning Designations



Plan Area
City Limits
Union Pacific Railroad
City of Modesto
City of Ceres

Stanislaus County General Plan Land Use Designations

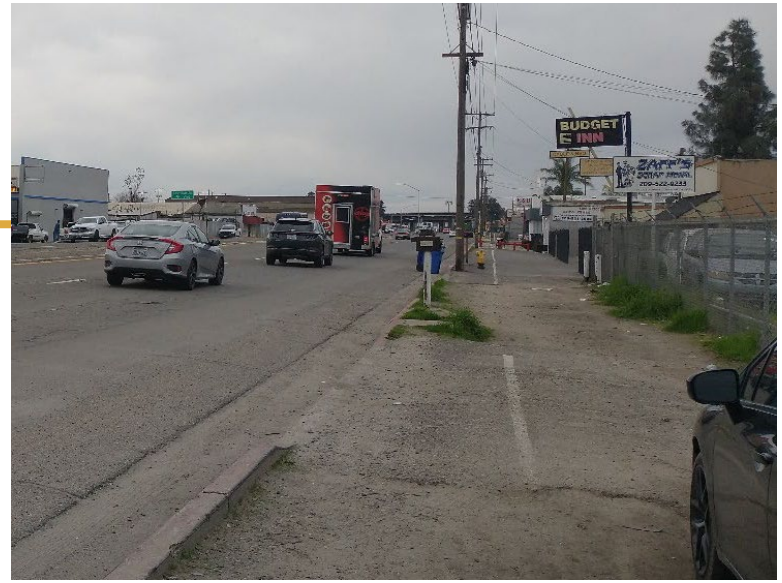
- Commercial
- Industrial
- Industrial Transition
- Planned Development
- Planned Industrial
- Residential - Low Density
- Residential - Medium Density
- Residential - Medium/High Density
- Urban Transition

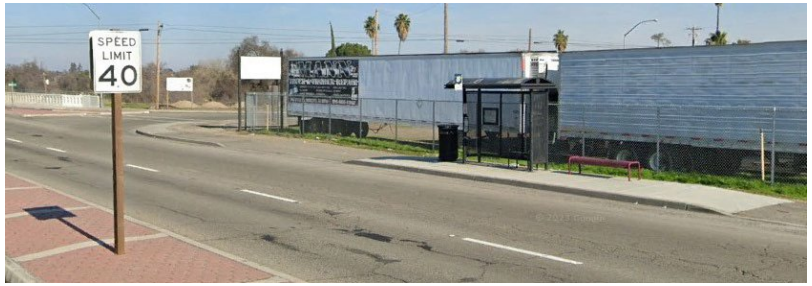
Stanislaus County Zoning Districts

- General AG 10 Acre UT
- General AG 3 Acre UT
- Rural Residential
- Single Family Residential
- Medium Density Residential
- Multiple Family
- General Commercial
- Neighborhood Commercial
- Industrial
- Planned Development


City of Modesto
La Loma Ave
Downtown Modesto
108
132
Modesto High School
Tuolumne Blvd
7th St
9th St
River Rd
Modesto Municipal Golf Course
Orville Wright Elementary School
Tuolumne River Regional Park
Stanislaus County
Tuolumne Elementary School
Herndon Rd
99
Dryden Park Golf Course
Shackelford Elementary School
M Robert Adkison School
John F Kennedy School
Hatch Rd
Ceres Plaza Shopping Center
1/2 mile buffer
City of Ceres
1 mile buffer
Whitmore Ave
Downtown Ceres
Plan Area
Downtown Modesto
Commercial Shopping Centers
Retail
Restaurants and Fast Food
Grocery Stores/Markets
Library
Bus Stops

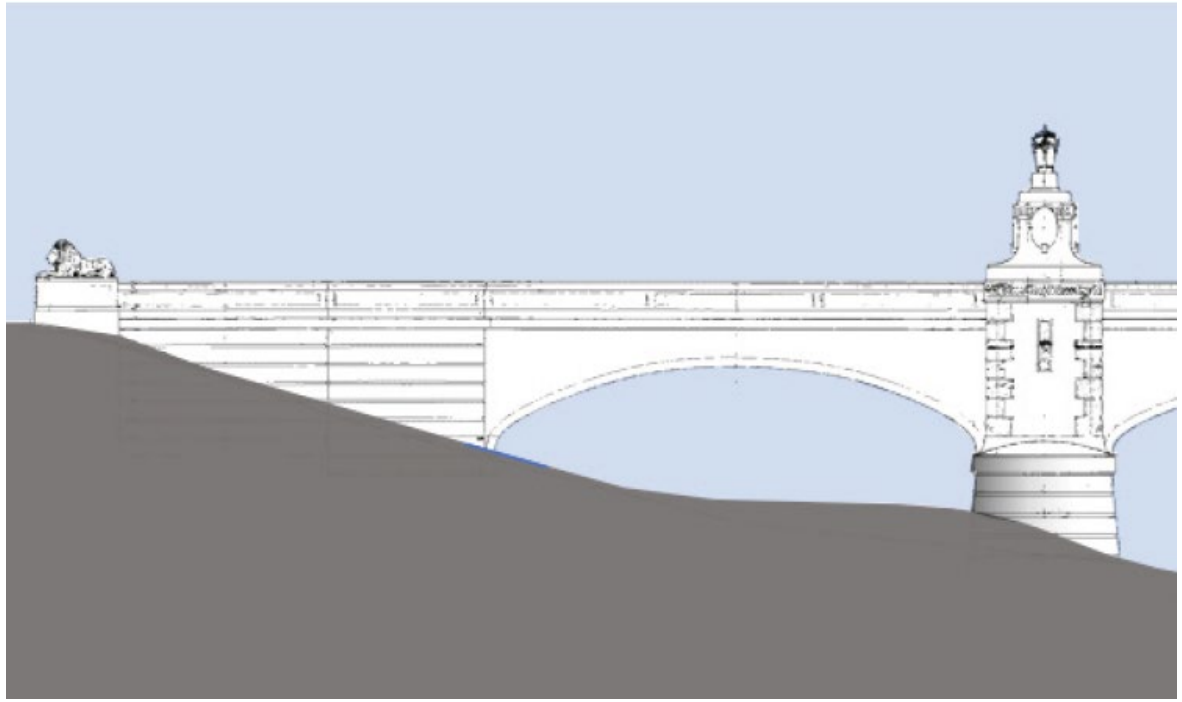
Project Area





Recent & Anticipated Work

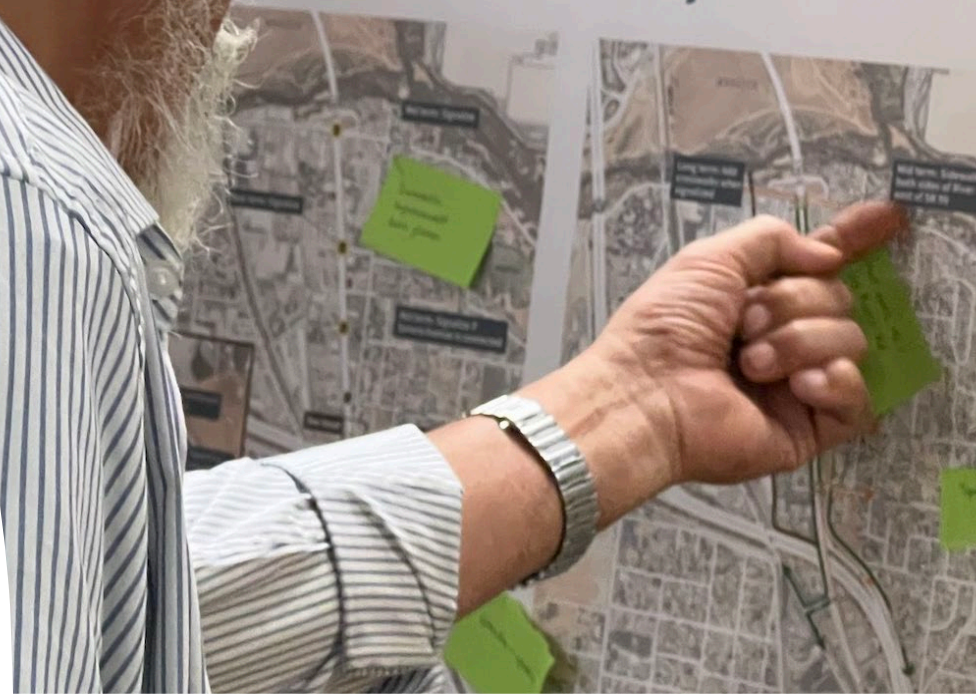
ACE Train Extension & 7th Street Bridge Replacement

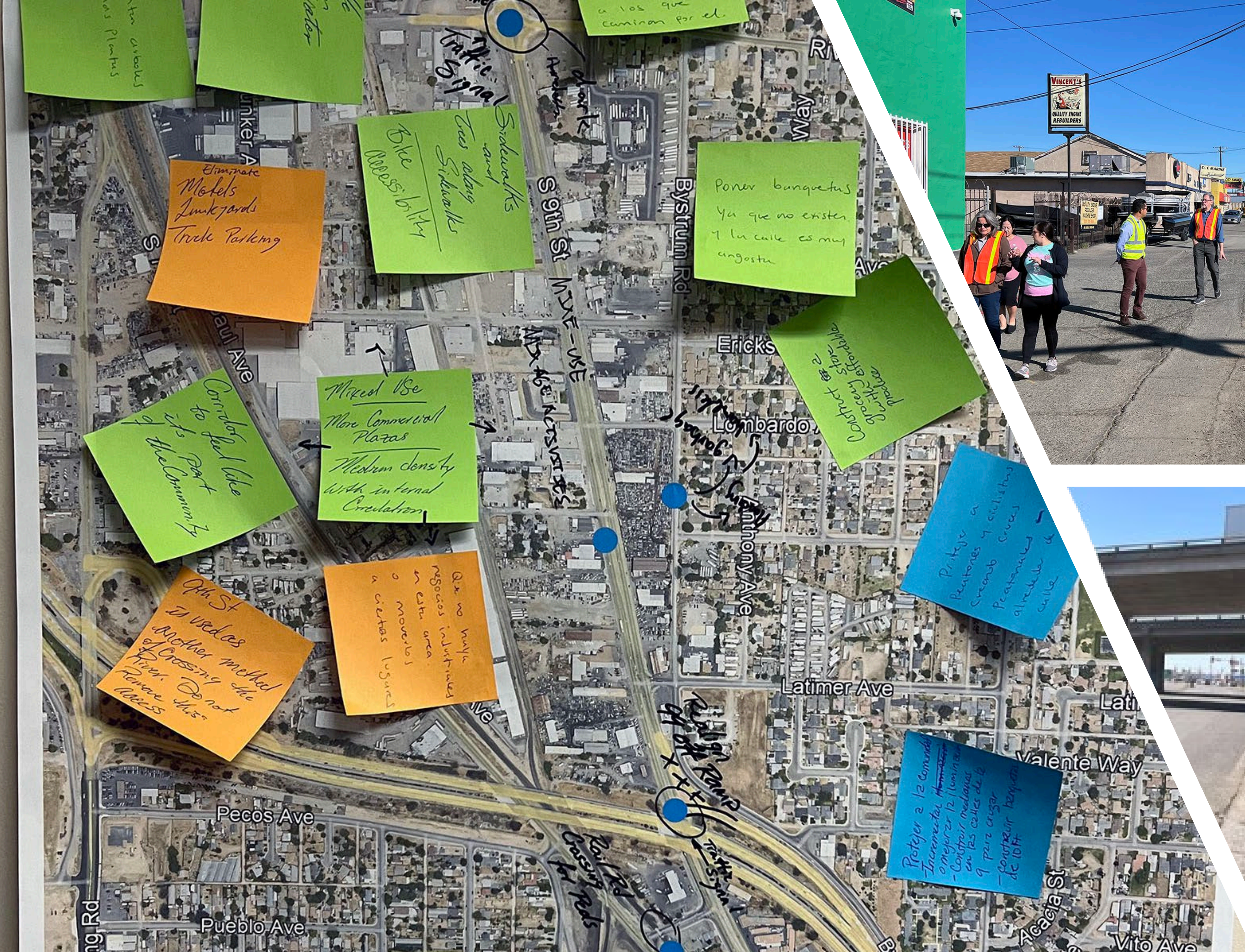


Outreach and Engagement Overview

Community Engagement

- Project Webpage
- Business Survey
- Advisory Group Meetings
- Community Design Charrette (Spring, 2024)
  - Stakeholder Meetings
  - Walk Audit
  - Pop-up
- Draft Plan Workshop (Fall, 2024)





S 9th St
Bystrum Rd
Ericks
Lombardo
Anthony Ave
Latimer Ave
Valente Way
Pecos Ave
Pueblo Ave
Acacia St
Vito Ave
Eliminate Motels Junkyards Truck Parking
Sidewalks and Trees along Sidewalk
Bike Accessibility
Poner banquetas ya que no existen y la calle es muy angosta
Mixed Use More Commercial Plazas Medium density with internal Circulation
Corridor to feel like it's part of the Community
9th St needs another method of crossing the River. Do not remove this access
Traffic Signal

VINCENT'S
QUALITY ENGINE REBUILDERS

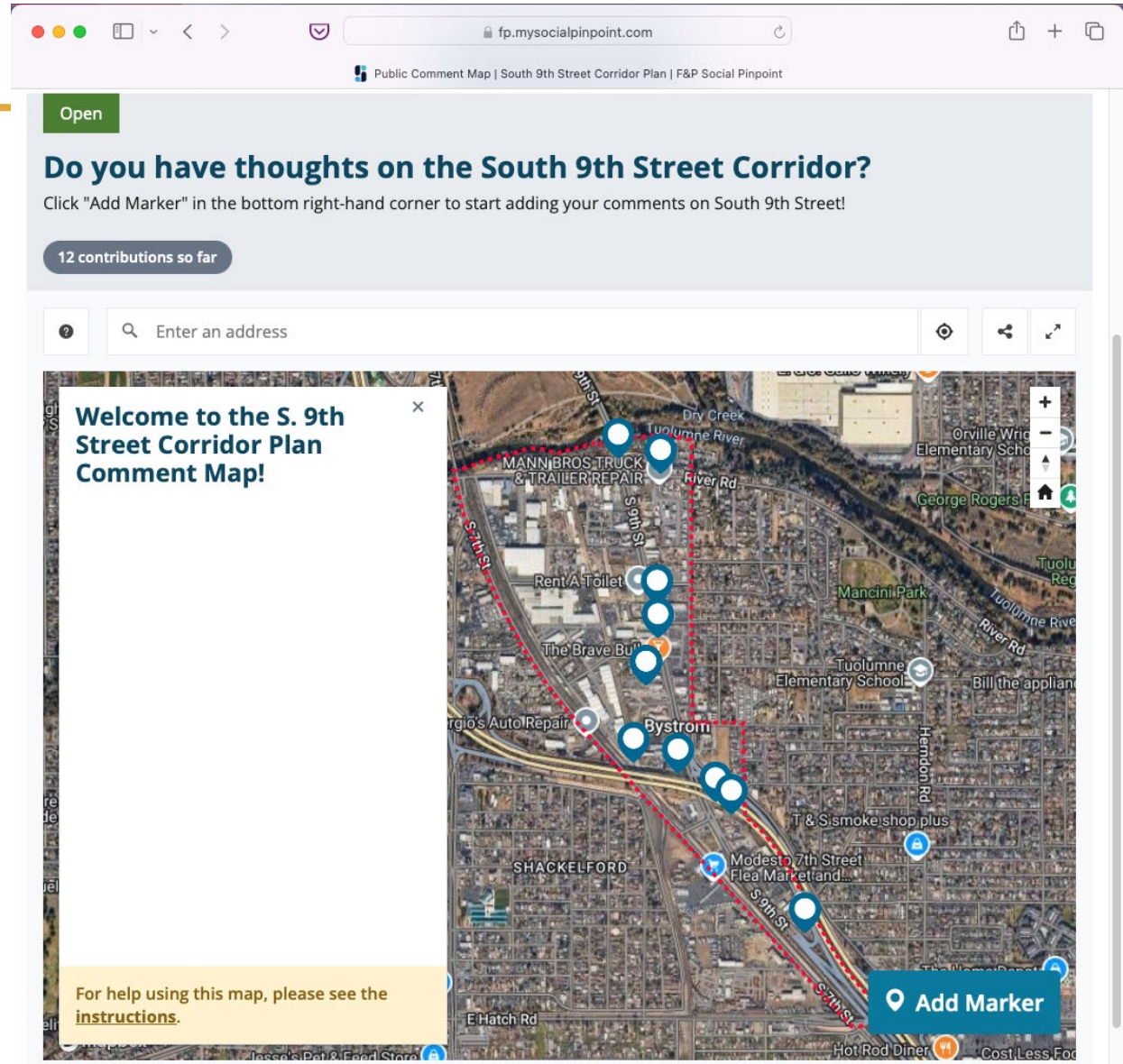
Key Stakeholders

- Stanislaus County Board of Supervisors
- Stanislaus County Community Services
- Stanislaus County Planning and Community Development
- Stanislaus County Public Works
- Stanislaus County Sheriff's Department
- City of Ceres
- City of Modesto
- South Modesto Municipal Advisory Council
- Tuolumne Elementary School
- Opportunity Stanislaus
- Corridor Businesses
- Residents
- Stanislaus Council of Governments (StanCOG)
- Stanislaus Regional Transportation Authority (StanRTA)
- Caltrans, District 10

Outreach Methods

- **Businesses & Residents**: business survey, flyer direct mail / email
- **Other Public Locations:** County Offices and Electronic Billboard
- **Parent Portal:** Tuolumne Elementary and Modesto City Schools
- **Social Media**
- **Print and Television Media**
- **Online Mapping Tool**

Materials were available in English and Spanish



South 9th Street Corridor Plan

YOU'RE INVITED!

Stanislaus County wants to hear from you on how to improve the experience along South 9th Street for walking, biking, and transit and the types of development would you like to see within the corridor.

6 - 8 PM
19
March
Corridor Comm Workshop
Tuolumne Elementar
707 Herndon Rd

WE WANT TO HEAR FROM YOU

- What are the challenges for the corridor?
- How can the County enhance the corridor visually and economically?

Food and refreshments provide
Children are welcome!

9 - 10:30 AM
20
March
Corridor Audit
Meet at the
Bystrum R

Join us for a walking audit on 9th Street. Please RSVP at: bit.ly/South9thStWalk

CIVICWE

Plan para la zona sur del corredor de la calle 9

¡ESTÁS INVITADO!

Ayuda al condado de Stanislaus a mejorar la experiencia de peatones y ciclistas, y las condiciones del transporte público a lo largo de la zona sur del corredor de la calle 9.

6 - 8 PM
19
Marzo
Taller comunitario del corredor
Escuela primaria Tuolumne, ubicada en 707 Herndon Rd

Cuéntanos:

- ¿Qué cambios te gustaría ver en esta esta zona?
- ¿Qué problemas hay en el corredor?
- ¿Qué puede hacer el Condado para mejorar el corredor visual y económicamente?

¡Se proporcionan refrigerios!
¡Los niños son bienvenidos !

9 - 10:30 AM
20
Marzo
Auditoría Peatonal
Punto de reunión en la esquina de Bystrum Rd y Latimer Ave.

Participa en la auditoría peatonal a lo largo de la zona sur del corredor de la calle 9. Por favor confirma tu asistencia visitando bit.ly/South9thStWalk

Escanéa el código QR

para confirmar tu asistencia ó visita bit.ly/S9thStPlan

Llámanos al
Planificación y desarrollo comunitario

YOU'RE INVITED!

Stanislaus County wants to hear from you on how to improve the experience along South 9th Street.

We want to hear from you:

- What are the challenges for the corridor?
- How can the County enhance the corridor visually and economically?

Food and refreshments provided! Children are welcome!

RSVP: bit.ly/S9thStPlan

6-8 PM
19
March
Corridor Community Workshop
Tuolumne Elementary School, 707 Herndon Rd

9-10:30 AM
20
March
Corridor Walking Audit
Meet at the corner of Bystrum Rd & Latimer Ave

CONTACT US
Planning and Community Development | 209.525.6330

Stanislaus County

¡ESTÁS INVITADO!

Ayuda al condado de Stanislaus a mejorar la experiencia a lo largo del corredor South 9th Street.

Cuéntanos:

- ¿Qué cambios te gustaría ver en esta esta zona?
- ¿Qué problemas hay en el corredor?
- ¿Qué puede hacer el Condado para mejorar el corredor visual y económicamente?

¡Se proporcionan refrigerios! ¡Los niños son bienvenidos!

PARA CONFIRMAR TU ASISTENCIA: bit.ly/S9thStPlan

6-8 PM
19
Marzo
Taller Comunitario del Corredor
Tuolumne Elementary School, 707 Herndon Rd

9-10:30 AM
20
Marzo
Auditoría Peatonal
Punto de reunión en la esquina de Bystrum Rd y Latimer Ave.

LLÁMANOS AL
Planificación y desarrollo comunitario | 209.525.6330

Stanislaus County

Results

- Robust engagement during pop-up activities and focus group meetings during the charrette — over 110 responses on all engagement activities
- Issues Identified:
  - **Traffic safety concerns** for pedestrians and bicyclists, semi-truck traffic
  - **Personal safety concerns** regarding crime
  - **Flooding** on side streets
  - **Unsightly properties** and **substandard infrastructure**

Corridor Plan Guiding Principles

Increase and improve connections.

Improve roadway safety for all.

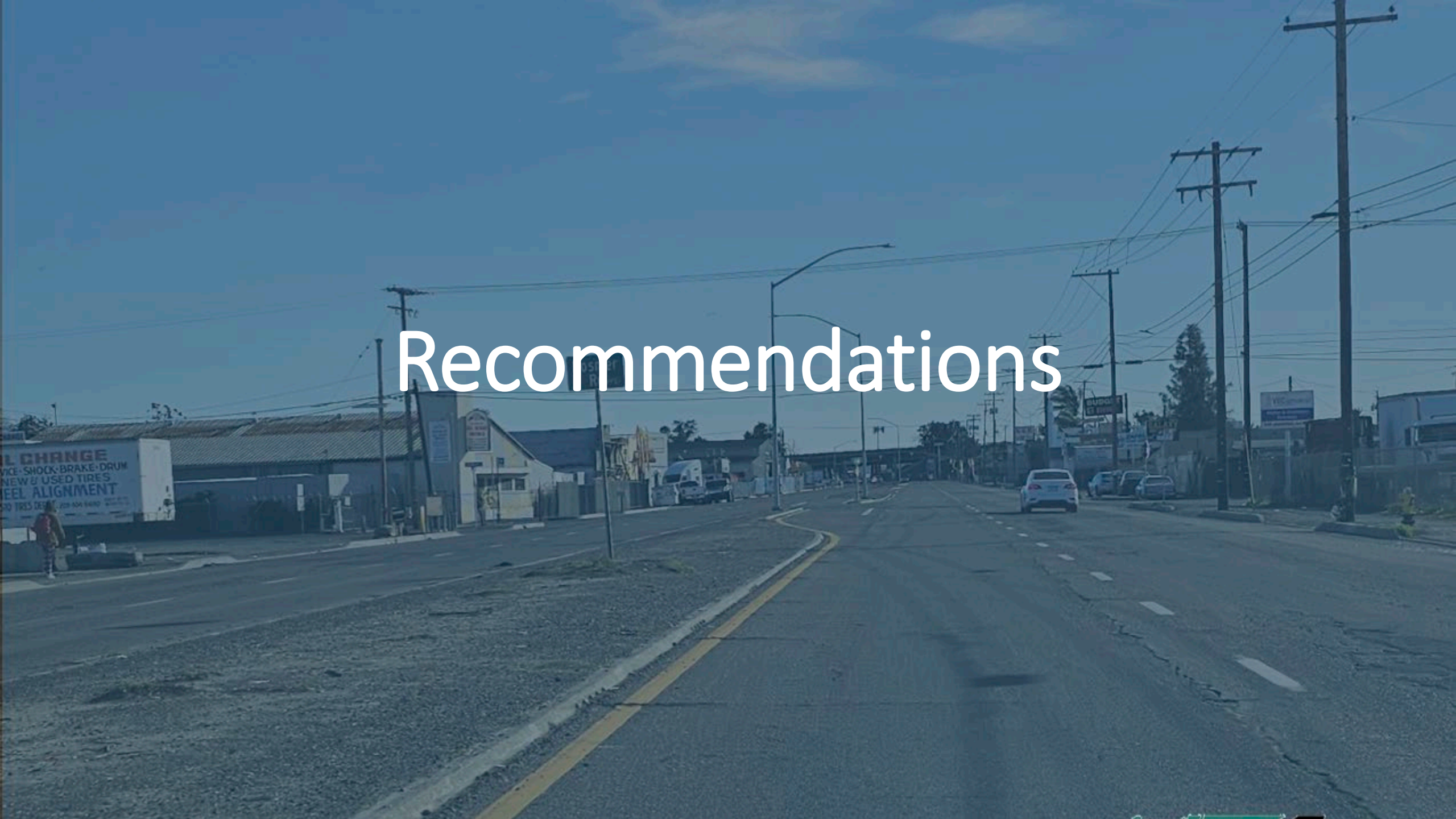
Provide comfortable facilities for walking and biking.

Build green infrastructure.

Improve the appearance of corridor.

Support new land uses.

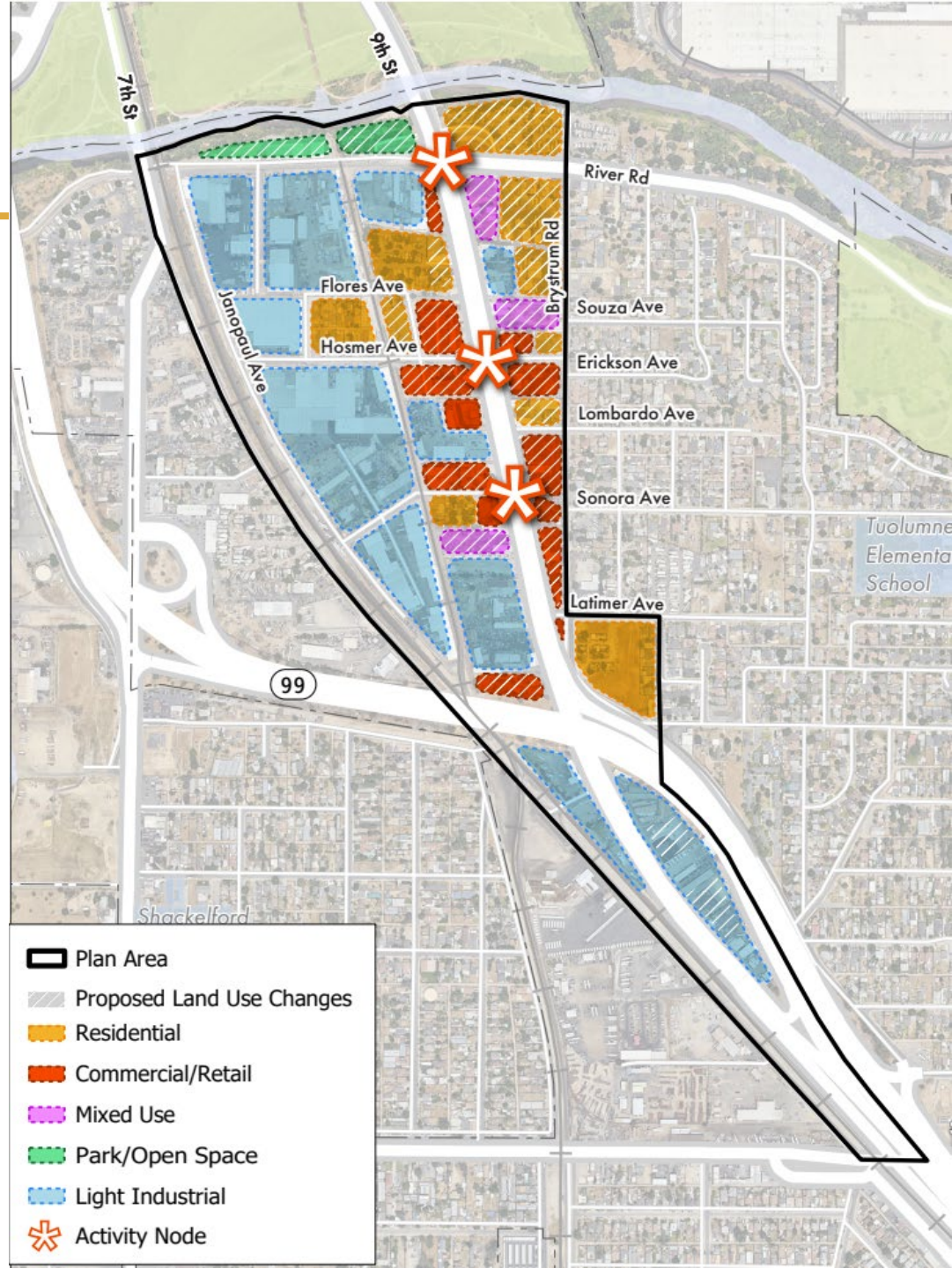
Increase the sense of personal safety.



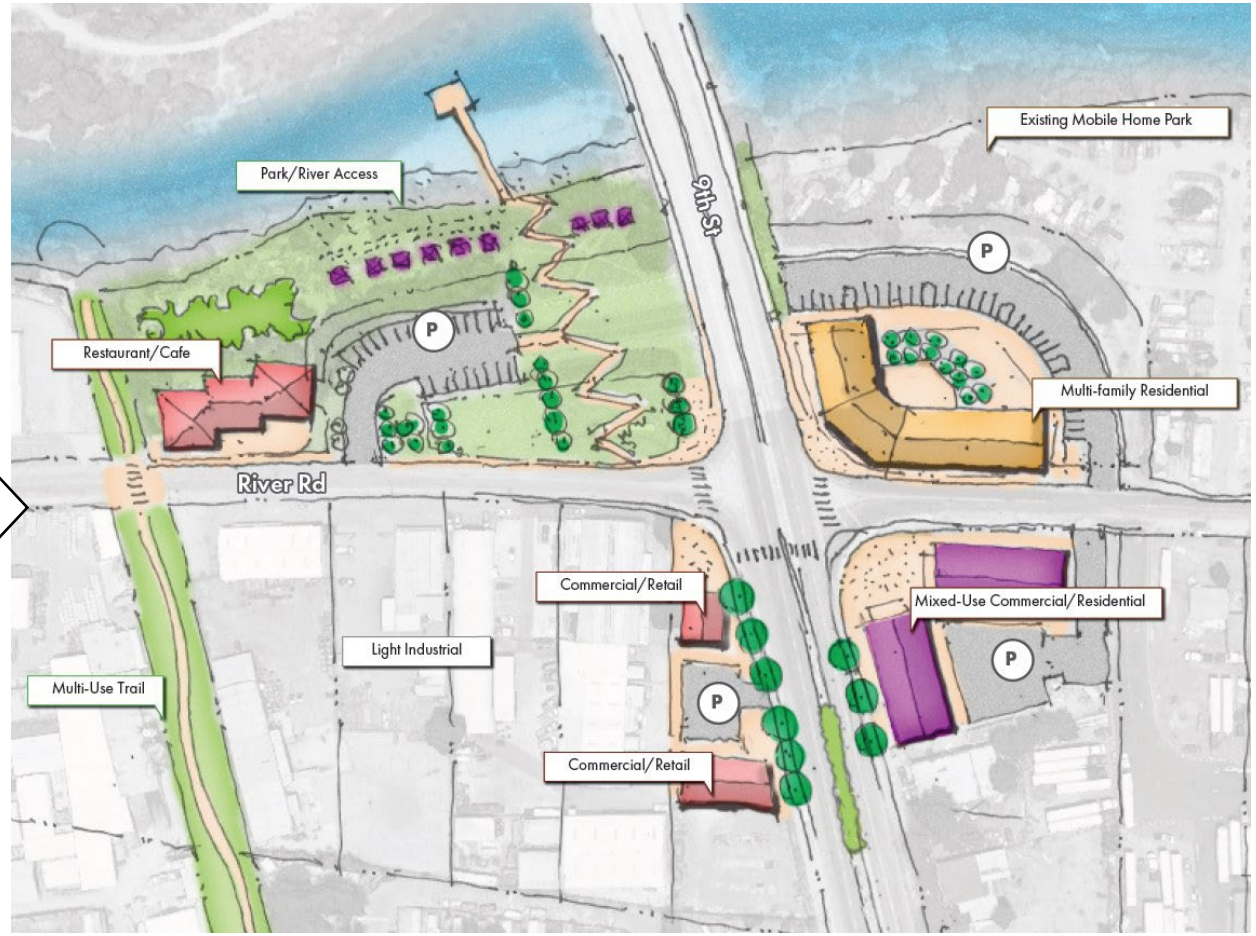
Recommendations

Land Use Recommendations

- **Land use changes** to improve compatibility with surrounding area and promote a diverse mix of uses
- **Maintain existing industrial anchors** and **residential uses**
- **Design Guidelines**
  - Standards for new development, related to sizing, massing, fencing and material requirements, incorporation of aesthetic features such
- **Conceptual "Activity Nodes"**
  - Focused areas for land use and transportation infrastructure changes to activate specific intersections
  - Support locations for more destinations for residents, workers, and visitors

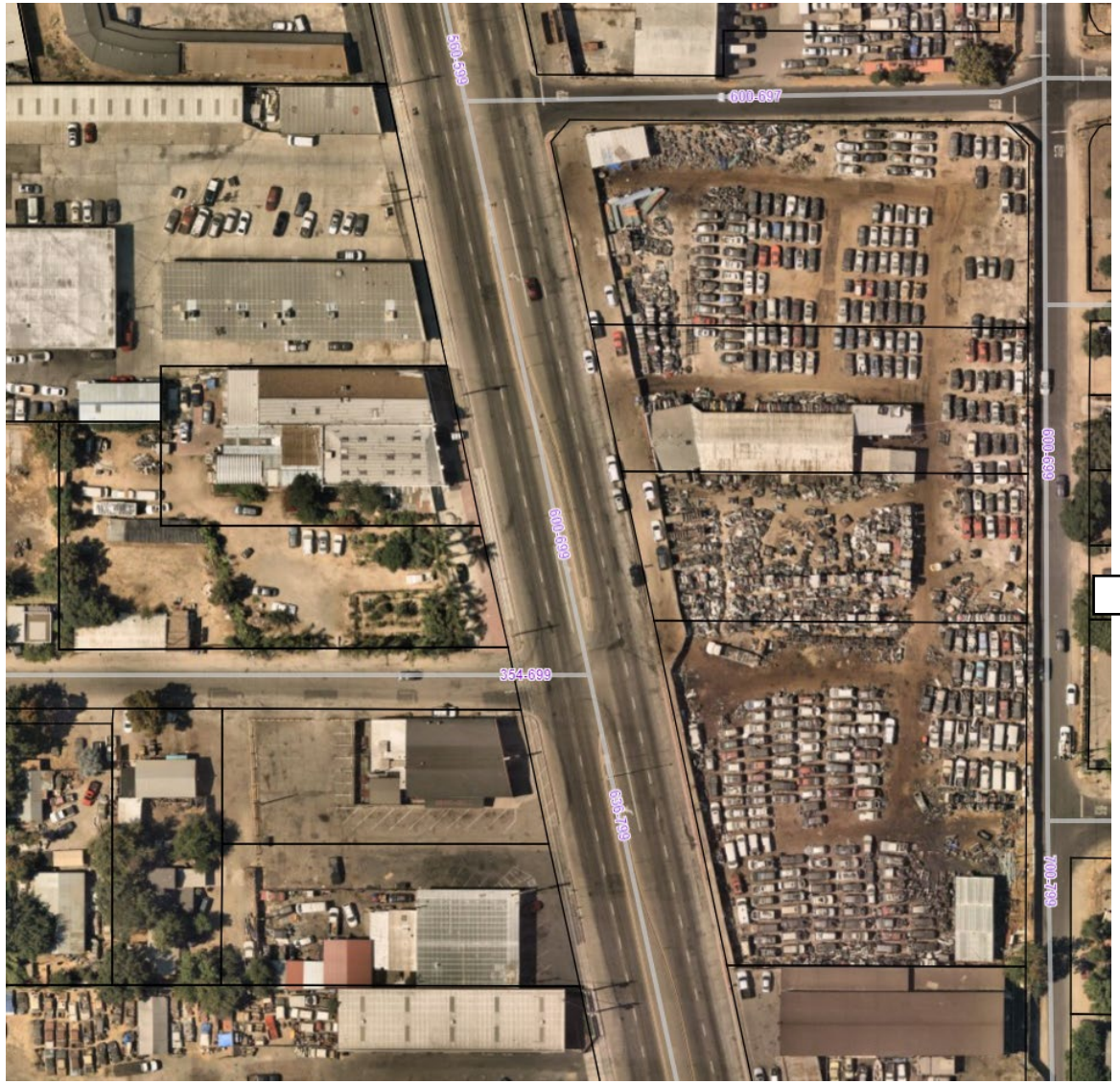


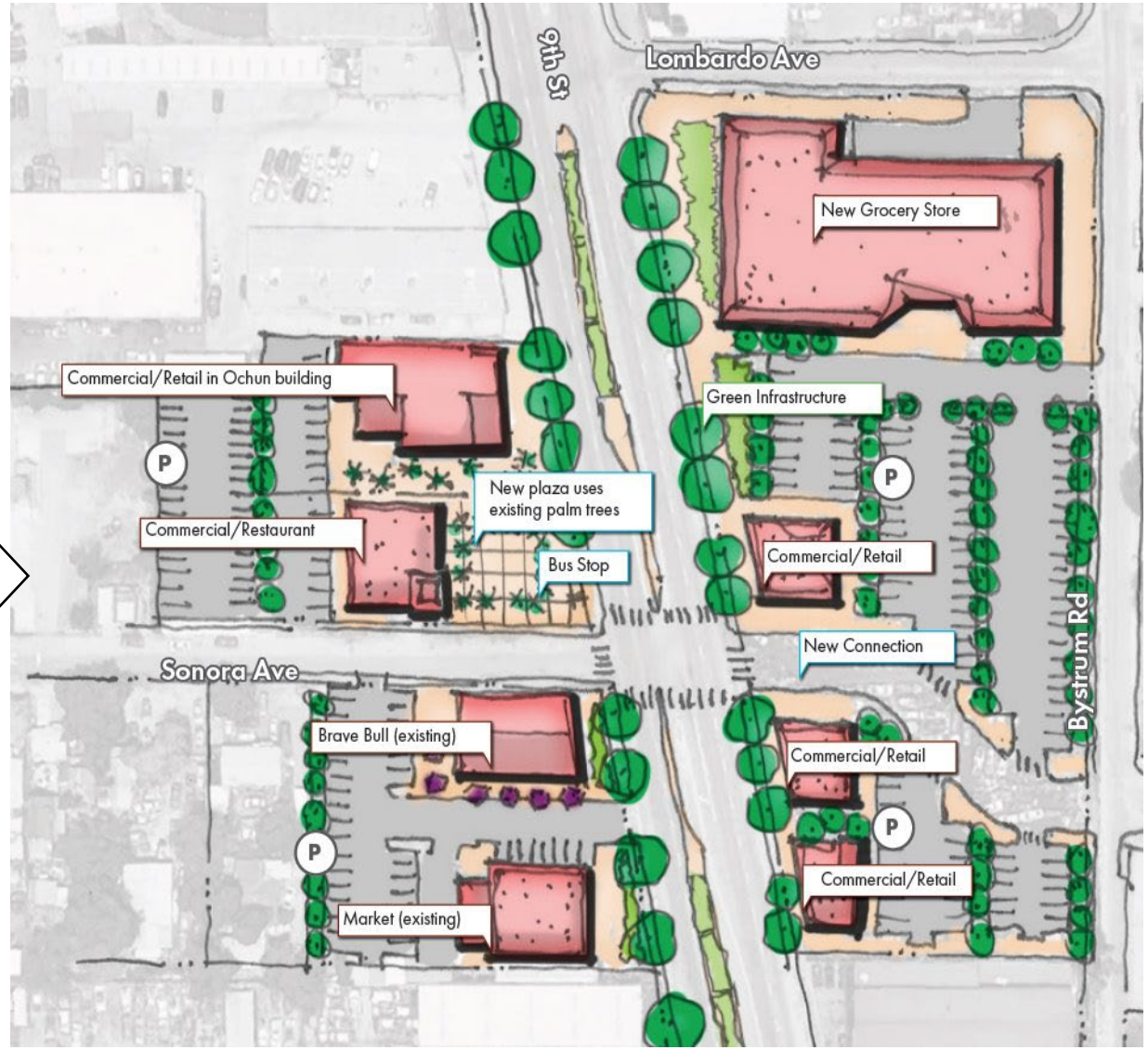
Activity Nodes – River Road & S. 9th St.



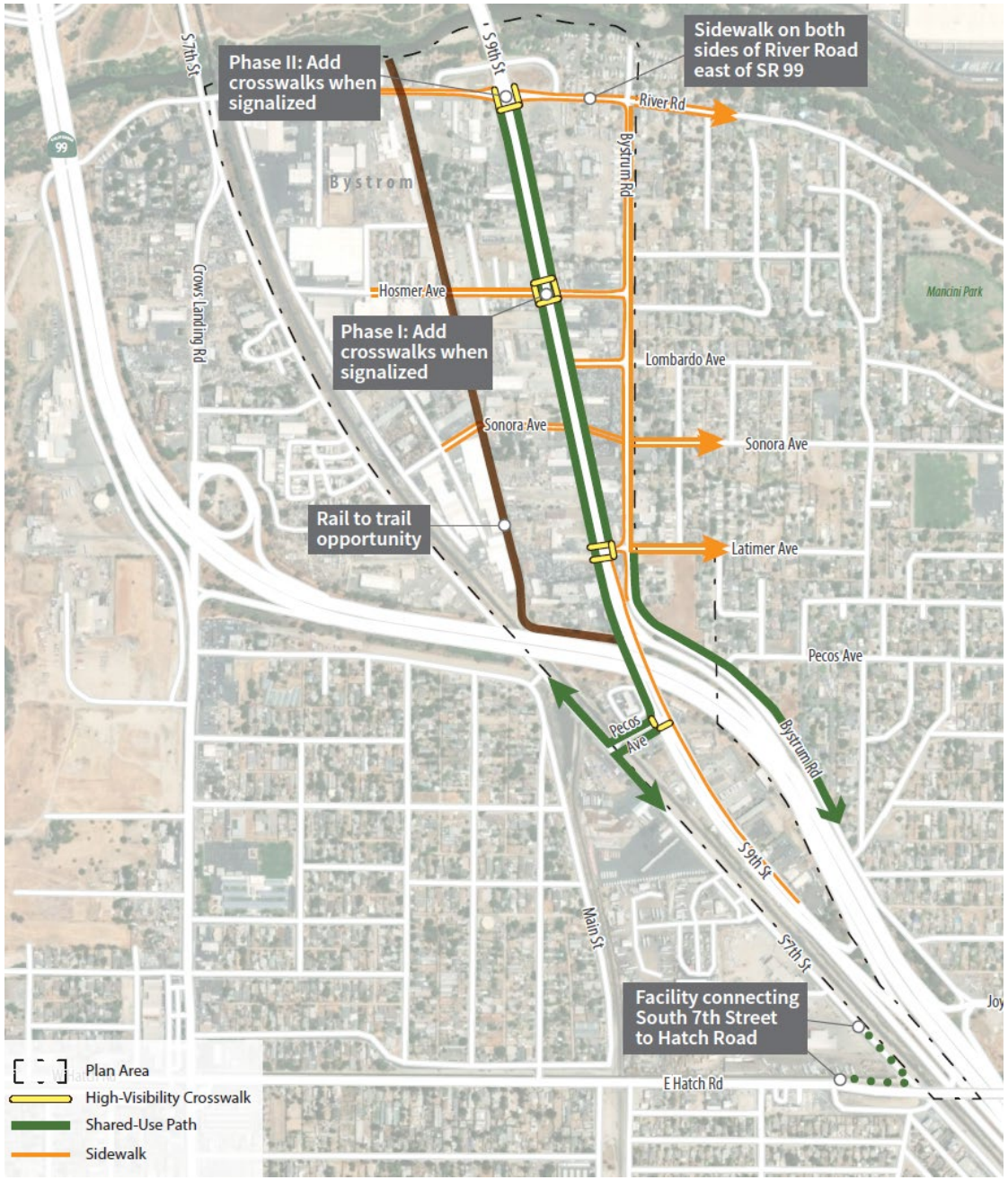
Activity Nodes - Hosmer Ave. & S. 9th St.

Activity Nodes – Sonora Ave. & S. 9th St.

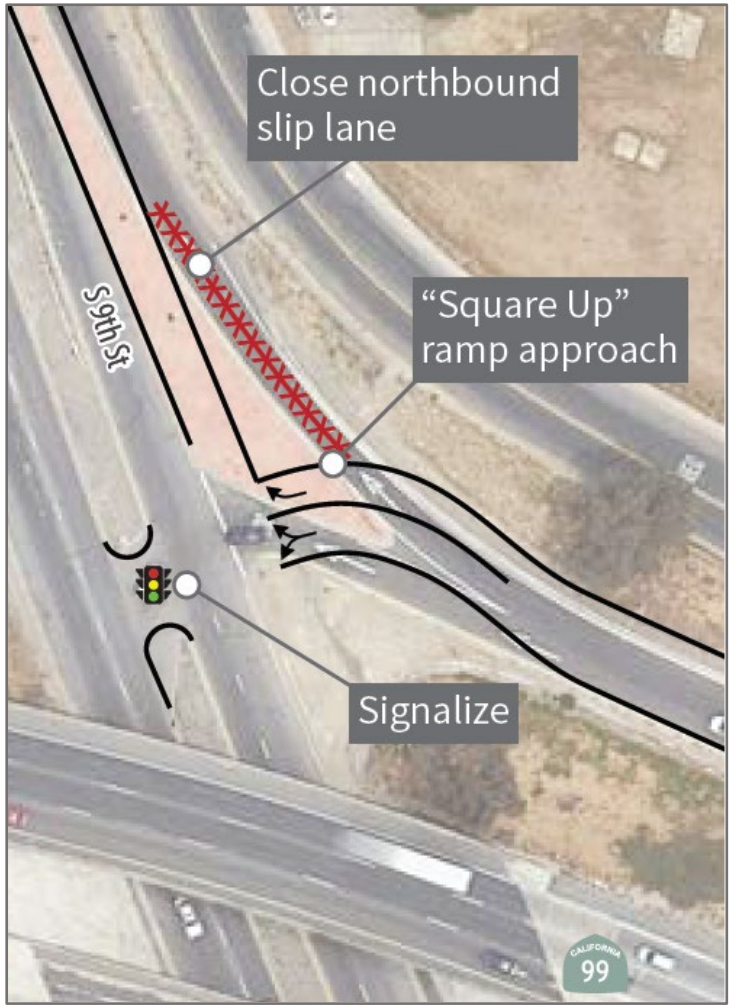




Transportation Recommendations

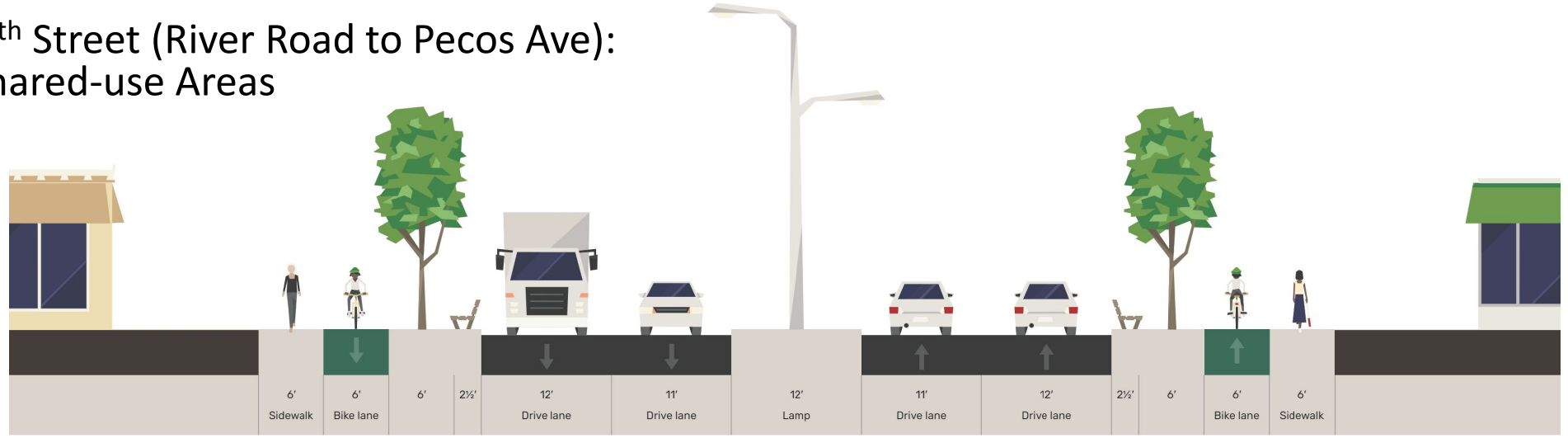


Transportation Recommendations

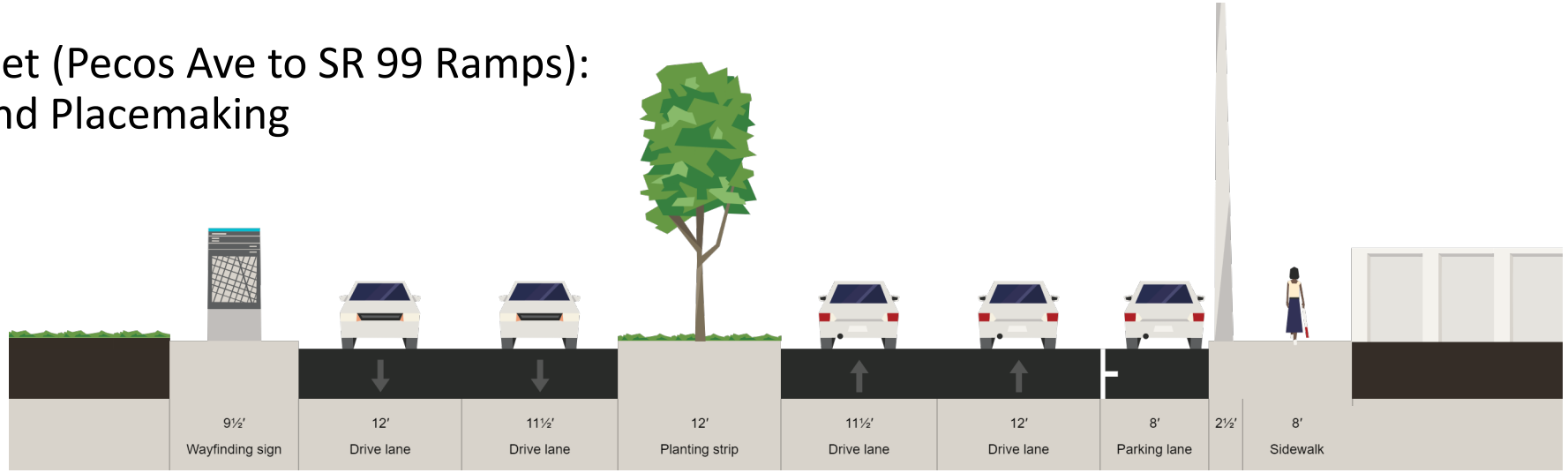


Transportation Recommendations

South 9th Street (River Road to Pecos Ave):
Wide Shared-use Areas



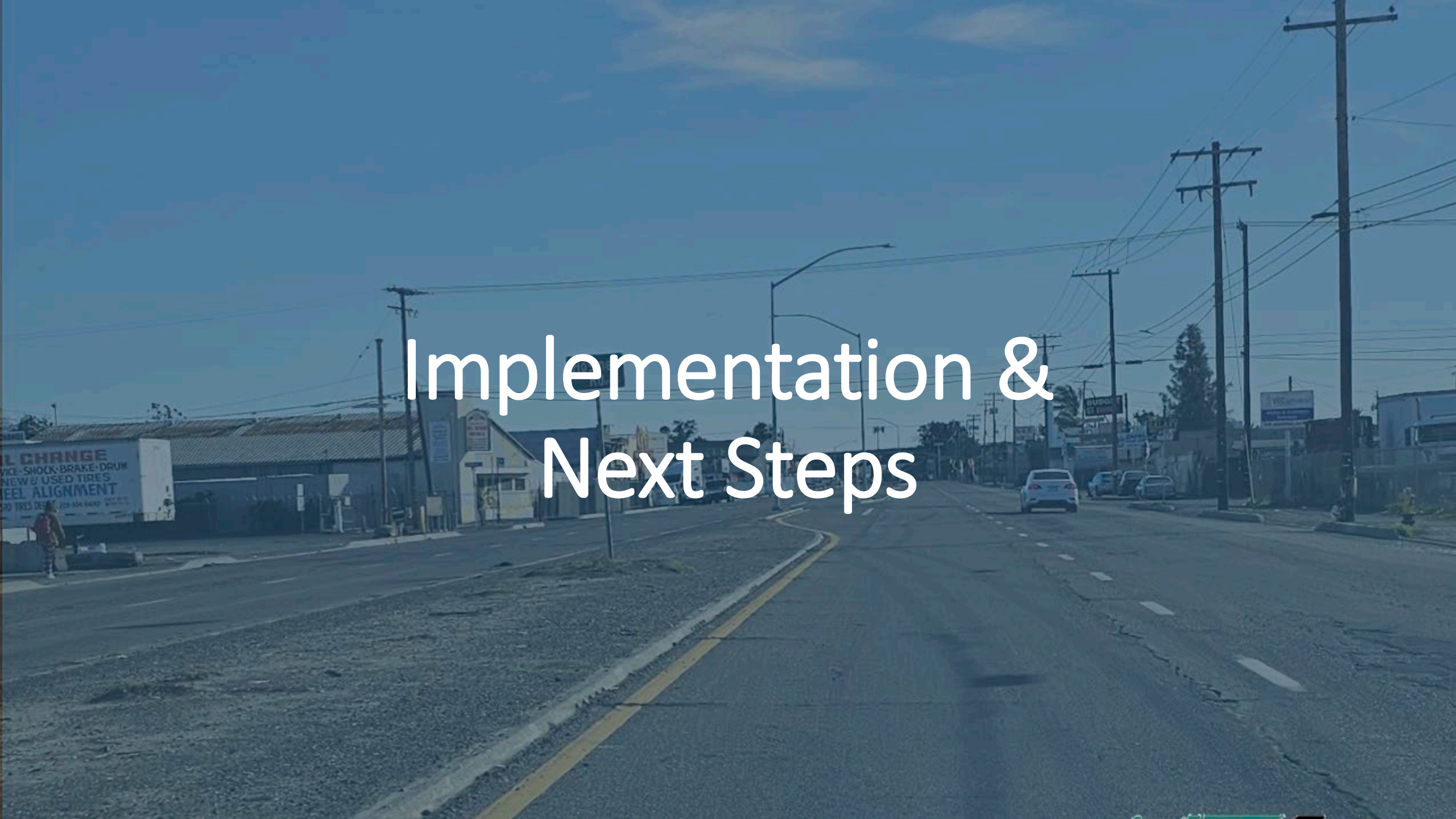
South 9th Street (Pecos Ave to SR 99 Ramps):
Monument and Placemaking




Street trees and stormwater retention
Wide shared-use areas
Bus bays
Raised center medians with street lights and landscaping

Non-Infrastructure Programs

- Support & Encouragement
  - Walking & biking to school
  - ‘Shop small’ events, local markets
- Enforcement
  - Focus on high-collision locations
- Maintenance
  - Consider Maintenance Assessment District
- Mural Program



Implementation & Next Steps

Next Steps

Land Use:

- Support **Code Enforcement** and other County enforcement staff to address non-compliant properties and code violations
- Identify and adopt priority **Design Guidelines** for new development, change of use, and major renovations
- Inform and **support developers** from the light industrial commercial sector to encourage and spur investment

Transportation:

- **Pursue funding** for quick-build roadway treatments
- Begin **engineering design** of the South 9th Street Corridor and apply for funding for construction
- **Work with Caltrans** to advance re-design of the South 9th Street & Northbound SR 99 Off-ramp intersection

Thank You!

Visit the Project Website and access the South 9th Street Corridor Plan:

- **Visit** bit.ly/S9thStPlan
- **Or scan** the QR code:

Stanislaus County

CIVICWELL

FEHR PEERS

PLACEWORKS