CITY OF
MODESTO
CALIFORNIA

Modesto School Safety Program

FINAL – AUGUST 2024

CONTENTS

Prepared for:

CITY OF MODESTO CALIFORNIA

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CHAPTER 1

Introduction

BACKGROUND

Roadway safety for all people, no matter how they get around, is a growing concern across the United States. Nationally, more than 40,000 people are killed on roadways each year. People traveling by bicycle and on foot are disproportionately represented in the most severe collisions. Between 2012 and 2021, fatal bicycle collisions have increased by 32% and fatal pedestrian collisions have increased by 53% across the United States.[1] In the City of Modesto, collision data reveals similar trends, with more than, 1000 people killed or seriously injured between 2015 and 2019, and 33% of these incidents involved a person walking or biking[2]. Further, nearly 30% of all collisions occurred within a 1/4 mile of elementary and middle schools and up to a 1/2 mile of high schools.

Meanwhile, national trends show the percentage of children walking or biking to school has dropped significantly over the last half century. In 1969, 48% of children walked or biked to school. In 2017, that percentage was only 11%.[3] Parents frequently cite safety as one of their top concerns related to allowing their children to walk or bike to school.[4]

Local leaders have taken steps toward improving roadway safety in Modesto through projects that include the *Systemic Safety Analysis Report* (SSAR, 2018), the *Modesto Non-Motorized Transportation Plan* (NMTP, 2023), the Local Road Safety Plan (LRSP), and this plan, the *Modesto School Safety Program* (MSSP). By providing a more comprehensive review of safety trends near schools, the MSSP will identify projects that can improve safety for some of Modesto's most vulnerable road users, children. The outcome of this plan will help guide project implementation and programming related to Measure L Sales Tax Measure funds and grant funding opportunities, as well as inform broader project opportunities as the City advances safety improvement across the community.

1 *NHTSA. (2023, June). Traffic Safety Facts 2021 Data: Bicyclists and Other Cyclists. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813484.*

NHTSA. (2023, June). Traffic Safety Facts 2021 Data: Pedestrians. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813456.

2 *Statewide Integrated Traffic Records System (SWITRS) Report 2015-2019*

3 *McDonald, N., A. Brown, L. Marchetti, and M. Pedroso. (2011, August). "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine 41, no. 2: 146–151.*

4 *National Center for Safe Routes to School. (2011). The Decline of Walking and Bicycling. Available at http://guide.saferoutesinfo.org/introduction/the_decline_of_walking_and_bicycling.cfm*

PLAN OVERVIEW AND PURPOSE

The MSSP identifies actionable recommendations to improve safety for people walking and biking near 68 schools in and around Modesto. Schools included in this study are located both within the City of Modesto and in the surrounding unincorporated areas of Stanislaus County. The MSSP evaluates available data related to existing infrastructure, such as sidewalks and bikeways, collision reports, and input from school district representatives and the school communities to inform actions and strategies.

The MSSP includes the following chapters:

Chapter 1 introduces the MSSP and provides relevant context for the report.

Chapter 2 summarizes the existing conditions of bicycling and walking infrastructure near schools in the City of Modesto, including the completeness of sidewalk and bicycling networks, the level of traffic stress experienced by those walking and bicycling, and the distances between crossing opportunities for those walking.

Chapter 3 describes collisions that took place in the city of Modesto between 2015 and 2019, particularly those that occurred within close proximity to schools.

Chapter 4 describes how the City engaged the public during the development of the MSSP to identify projects that are focused on the needs and desires of Modesto residents.

Chapter 5 presents the final project recommendations for the MSSP, shaped by the existing conditions analysis, safety analysis, and public input. The methods for prioritization and the resulting prioritized projects are also described in this chapter.

Chapter 6 outlines an implementation strategy, provides a description of different funding sources, and recommends specific collaborations for the City of Modesto. This chapter is intended to enable the City to begin implementing the MSSP projects as soon as possible.

RELATIONSHIP TO OTHER PLANS

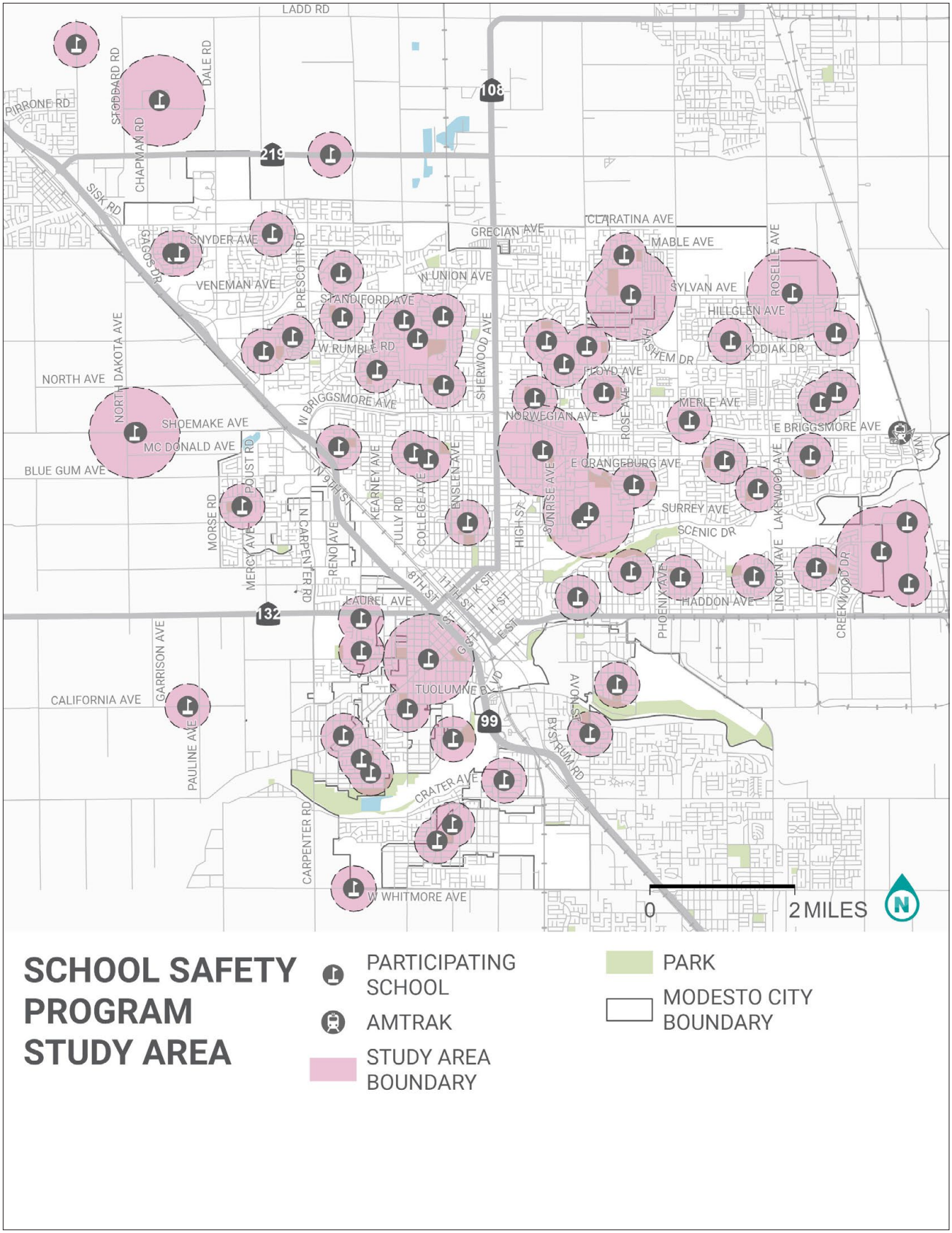
The MSSP builds on other recent planning efforts, including the findings from the 2023 NMTP, the 2018 SSAR, the LRSP, and recent transportation projects proposed by the City of Modesto. Projects proposed within the MSSP are consistent with the NMTP and seek to advance the goals and objectives of each of these previous plans. Close coordination with the NMTP team and City staff has enabled this consistency.

PLAN FOCUS AREA

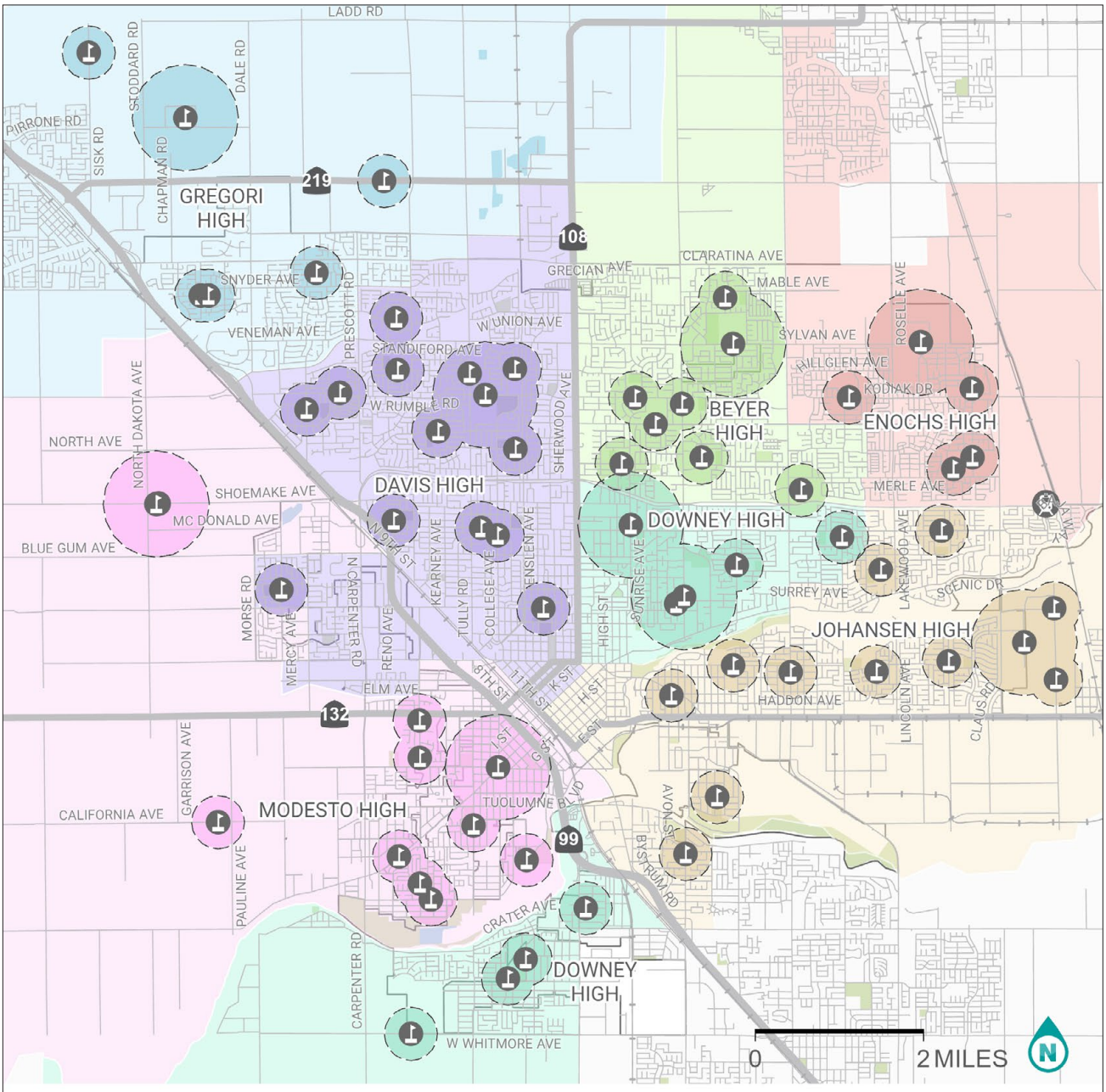
The MSSP focuses on roadways within ¼ mile of elementary and middle schools and within a half mile of high schools in and around Modesto. These areas are referred to throughout this plan as the "school study areas" (see **Map 1**). Schools included in this study represent five school districts and include public schools both within and outside city limits. In total, the school study areas cover nearly 50% of city roadways and prioritize improvements in areas where students are most likely to walk or bike.

Throughout the document, schools are grouped with the high school into which students from each elementary and middle school flow (see **Map 2**). This is an organizing principle used for map displays, tables, and discussions throughout this plan. Conditions are generally described for areas within 1/4 mile of elementary and middle schools and 1/2 mile of high schools (the school study areas) and then aggregated to the high school catchment area. Each section then often highlights noteworthy conditions at individual schools as applicable.

Map 1: School Study Area

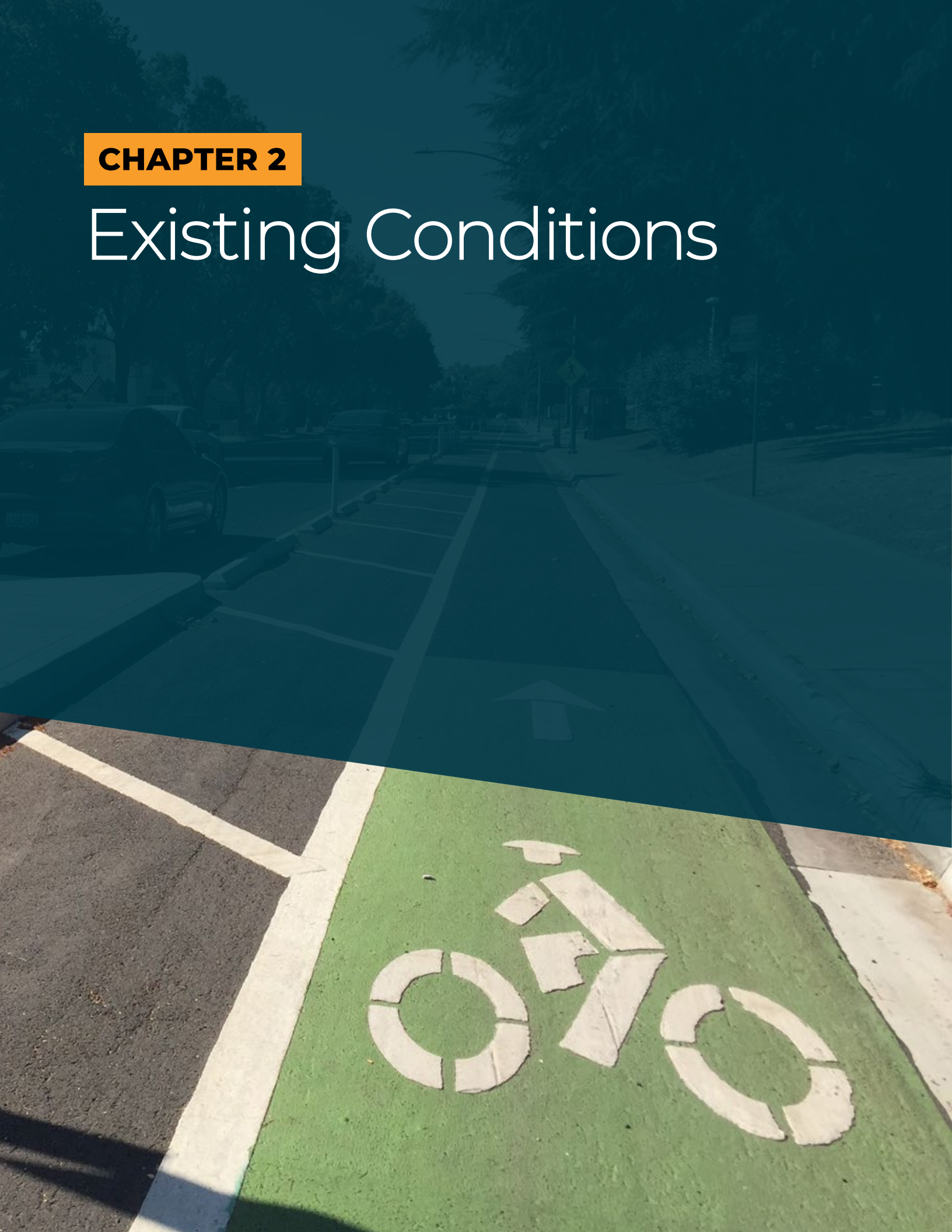


Map 2: School Study Area / High School Catchment Areas



CHAPTER 2

Existing Conditions



The MSSP focuses on understanding existing infrastructure for “active” modes of transportation around Modesto schools, and finding opportunities for safety improvements. Active transportation includes walking, bicycling, and other wheeled devices such as scooters or skateboards, and also includes people using mobility devices such as wheelchairs. This infrastructure includes sidewalks, and marked crosswalks, shared use paths, and on-street bikeways. Understanding where this infrastructure currently exists in combination with a robust understanding of collision trends helps create a holistic understanding of where the greatest active transportation needs and opportunities are. This chapter summarizes the existing conditions of walking and bicycling infrastructure in the school study area. It builds on the review completed in the NMTP and provides a more detailed and school-focused review of sidewalk and crosswalk presence in the city.

SIDEWALK COMPLETENESS

Sidewalks are the foundation of a high-quality pedestrian network. They provide a designated place for people to walk and roll that is separated from motor vehicle travel, linking people to places they want and need to go. Sidewalks are also a key element to improving transportation safety; the Federal Highway Administration (FHWA) identifies sidewalks as a proven safety countermeasure, resulting in up to an 88% reduction in collisions involving pedestrians.[5]

The City completed an inventory and assessed where sidewalks are missing, where only one side of the road has a sidewalk, and where sidewalks are complete along both sides of the road (see **Map 3**).

Overall, sidewalk completeness is highly varied across the city, especially in relationship to the type of roadway. The type of roadway signifies the role of that roadway in the larger network and provides insight into the width of the roadway, the volume of traffic it carries, and posted travel speeds. Principal arterials are often larger roadways with higher traffic volume and travel speeds; these roads have a lower percentage of complete sidewalks compared to other roadway types. Conversely, local roadways and neighborhood collectors, which typically carry lower volumes of traffic and have lower posted speed limits, have a higher percentage of complete sidewalks. (see **Table 1**).

This trend is even more pronounced within the school study areas. Some principal arterials like Briggsmore Avenue and Pelandale Avenue, have even lower percentages of complete sidewalks in school study areas, while minor arterials and collectors have higher percentages.
For areas outside city limits, sidewalks are typically incomplete.

Not all school areas have the same level of sidewalk completeness. As shown in **Table 2**, some school areas have significant sidewalk gaps. The school areas with the lowest percentage of complete sidewalks can be found in the Modesto High catchment area (54%), Downey High catchment area (58%), and the Gregori High catchment area (62%). A few schools with significant sidewalk gaps in each of these catchment areas include Robertson Road Elementary (Modesto High catchment area), Evelyn Hanshaw Middle School (Downey High catchment area), and Stanislaus Elementary School (Gregori catchment area).

5 *FHWA. (2001). An Analysis of Factors Contributing to "Walking Along Roadway" Crashes: Research Study and Guidelines for Sidewalks and Walkways. Report No. FHWA-RD-01-101.*

Map 3: Sidewalk Completeness

Table 1: Sidewalk Completeness by Roadway Classification Within the School Study Areas and Citywide[6]

Road Classification	Complete Within School Study Areas	Complete Citywide
Principal Arterial	27%	34%
Minor Arterial	86%	64%
Collector	73%	70%
Local	70%	73%

Table 2: Sidewalk Completeness by High School Catchment Area and in the City of Modesto

High School Catchment Area	Complete
Beyer High	77%
Davis High	85%
Enochs High	78%
Gregori High	62%
Modesto High	54%
Johansen High	69%
Downey High	58%
City of Modesto (overall)	70%

6 *School Study Areas include 1/4 mile near elementary and middle schools and 1/2 mile near high schools.*

MARKED CROSSWALKS

Marked crosswalks indicate designated locations for pedestrians to cross the roadway. They support direct routes of travel and through other features—such as pavement markings, signage, or stop control—can support safer roadway crossings. In fact, marked crosswalks are a proven safety countermeasure that can result in up to a 48% reduction in pedestrian-involved collisions.

Frequent spacing of marked crosswalks supports pedestrian activity by encouraging crossing at marked locations with greater driver awareness and reducing the need for out-of-direction travel to use a marked crosswalk. While there is no set standard for marked crosswalk spacing in Modesto, available guidance[7] suggests that 300 feet between crossings can best support direct routes of travel, while distances greater than 800 feet can negatively impact pedestrian-scale design. Evaluating existing marked crosswalk spacing near schools provides initial insight into current conditions influencing student and family travel behavior, decision-making, and safety. Greater crosswalk spacing may lead to more frequent mid-block crossings. **Map 4** identifies the distance between marked crosswalks on arterial and collector roads. The crossing distance is broken up into different thresholds ranging from less than 400 feet between marked crossings to more than 1/2 mile between marked crossings. **Table 3** shows the same distance thresholds as a percentage of the entire roadway corridor within the school study area and organized by high school catchment area.

It is important to note that this analysis evaluates only arterial and collector roadways, as they typically present greater barriers to travel than local roadways due to higher speeds and traffic volumes. Further, it does not include review of traffic control or crossing enhancements, which can further improve safety for crossing major roadways.

About 70% of of schools in the study area include an arterial or collector roadway with greater than 800 feet between marked crosswalks. However, middle schools and high schools are more likely to include a roadway with insufficient crossing opportunities, as these schools are more frequently accessed by arterial or collector roadways, and students are typically traveling greater distances.

On average, only 16% of arterial and collector roads within all school study areas have marked crosswalks at least every 800 feet, the upper bounds of pedestrian-scale design. This is compared to 18% of arterial or collector roads in the city. The two high school catchment areas with the lowest percentage of crosswalks every 800 feet are Gregori (3%) and Downey (7%).

7 *Ewing, R., and K. Bartholomew. (2013). Pedestrian- and Transit-Oriented Design. Urban Land Institute and American Planning Association.*

Map 4: Crosswalk Locations and Spacing

CROSSWALK LOCATIONS AND SPACING

CROSSING DISTANCE BETWEEN FEATURES

- MORE THAN 1/2 MILE
- 1/4 - 1/2 MILE
- 800 FT - 1/4 MILE
- 400 - 800 FT
- LESS THAN 400 FT

DESTINATIONS + BOUNDARIES

- PARTICIPATING SCHOOL
- AMTRAK
- PARK
- STUDY AREA BOUNDARY
- MODESTO CITY BOUNDARY

Table 3: Crosswalk Spacing on Arterial and Collector Roads by High School Catchment Area[8]

High School Catchment Area	Marked Crosswalk Spacing (percentage of corridor)					Total Miles of Arterial/Collector Roads
	Less than 400'	400'-800'	800'- ¼ mile	¼ mile – ½ mile	Greater than ½ mile	
Beyer High	2%	10%	22%	33%	34%	17
Davis High	3%	16%	26%	33%	22%	20
Enochs High	7%	14%	18%	24%	36%	13
Gregori High	2%	1%	8%	13%	76%	11
Modesto High	11%	15%	14%	16%	44%	16
Johansen High	5%	9%	14%	18%	54%	19
Downey High	3%	4%	14%	34%	45%	18
All High School Catchment Areas (School Study Area)	5%	11%	18%	26%	40%	109
City of Modesto (overall)	7%	11%	16%	28%	39%	219

8 *Only includes arterial/collector roadways within 1/4 mile of elementary and middle schools and 1/2 mile of high schools (school study area)*

BICYCLE NETWORK

The bicycle network in Modesto includes a variety of facility types, with a combined 104.6 miles of bikeways located across the city. As shown in **Table 4**, today's bikeways include not only bicycle lanes and bicycle routes, but also buffered bicycle lanes and shared use paths.

As shown in **Map 5**, bikeways are not distributed evenly across the city. Areas located north of Downtown Modesto and south of West Briggsmore Avenue are more likely to have bicycle facilities, and areas in northeast and southwest Modesto have fewer bicycle facilities. While the network is not dense throughout the city, it is typically continuous.

Table 4: Bicycle Network in the City of Modesto

Facility Type	Length (Miles)
Class I Shared Use Paths	17.1 miles
Class II Bicycle Lanes	26 miles
Class IIB Buffered Bicycle Lanes	17.3 mile
Class III Bicycle Routes	39.8 miles
Class IIIB Bicycle Boulevard	0.0 miles
Class IV Separated Bikeways	4.4 miles

Bicycle Facilities

CLASS I SHARED USE PATH (TRAILS)

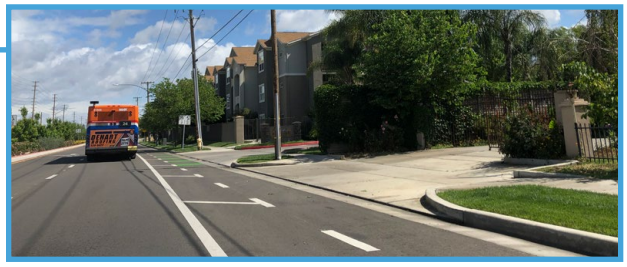
Dedicated paths for walking and bicycling completely separate from the roadway.

CLASS II BICYCLE LANE

Striped lanes for bicyclists.

CLASS IIB BUFFERED BICYCLE LANE

Bicycle lanes that include a striped "buffer" area either between the bicycle lane and the travel lane or between the bicycle lane and parked cars (sometimes in both areas).



CLASS III BICYCLE ROUTE

Signed routes for bicyclists on low-speed, low-volume streets where roadway space is shared with motorists.

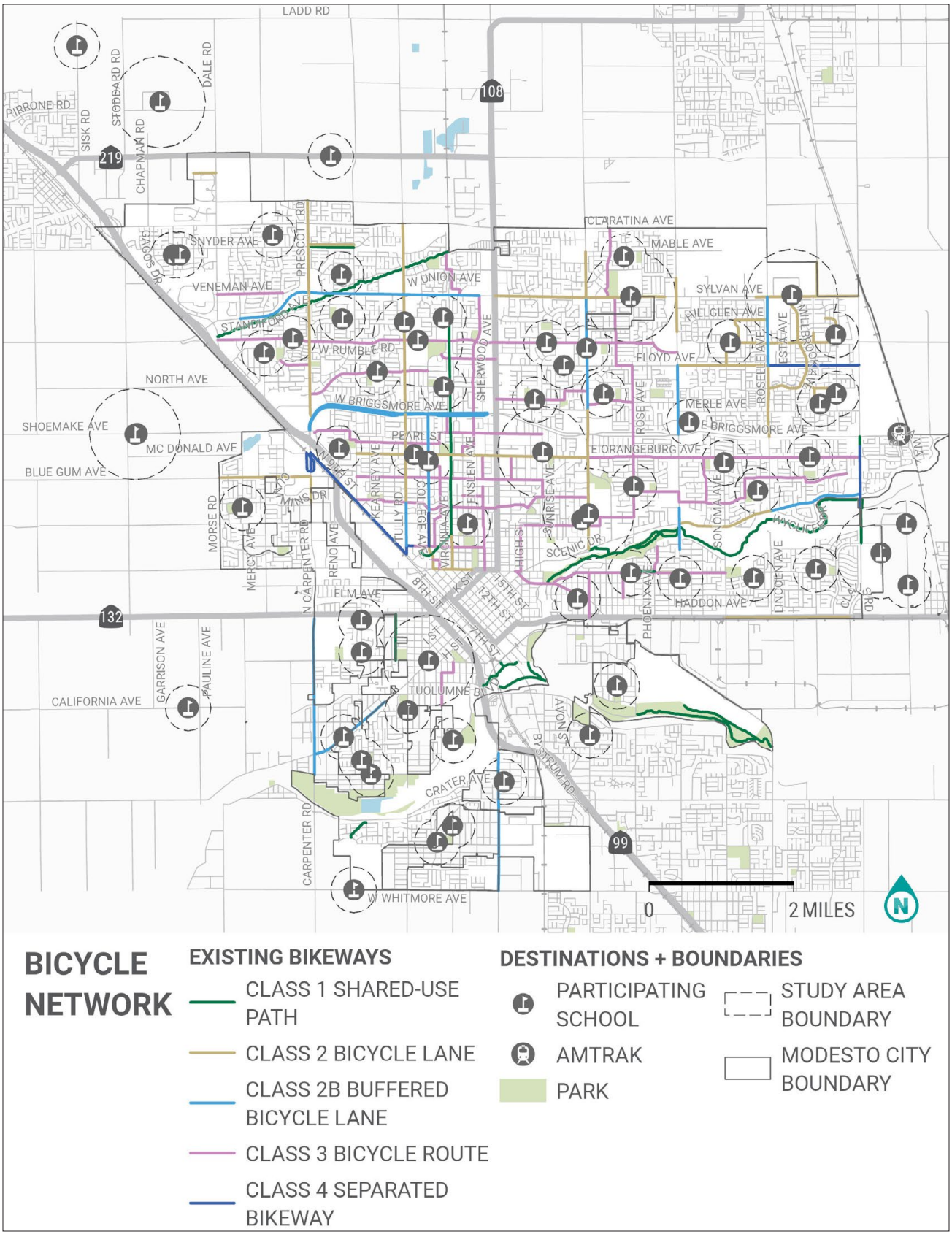
CLASS IIIB BICYCLE BOULEVARD

Bicycle routes that are further enhanced with traffic calming features or other treatments to prioritize bicyclist comfort. A toolkit of bicycle boulevard strategies can be found in the NMTP. Treatments will be specific to each corridor and determined based on local community input, as well as planning and engineering judgment.

CLASS IV SEPARATED BIKEWAYS

On-street bicycle facilities with a physical barrier between the bicycle space and motor vehicle lanes. Barriers can include bollards, curbs, elevation, or parking.

Map 5: Bicycle Network



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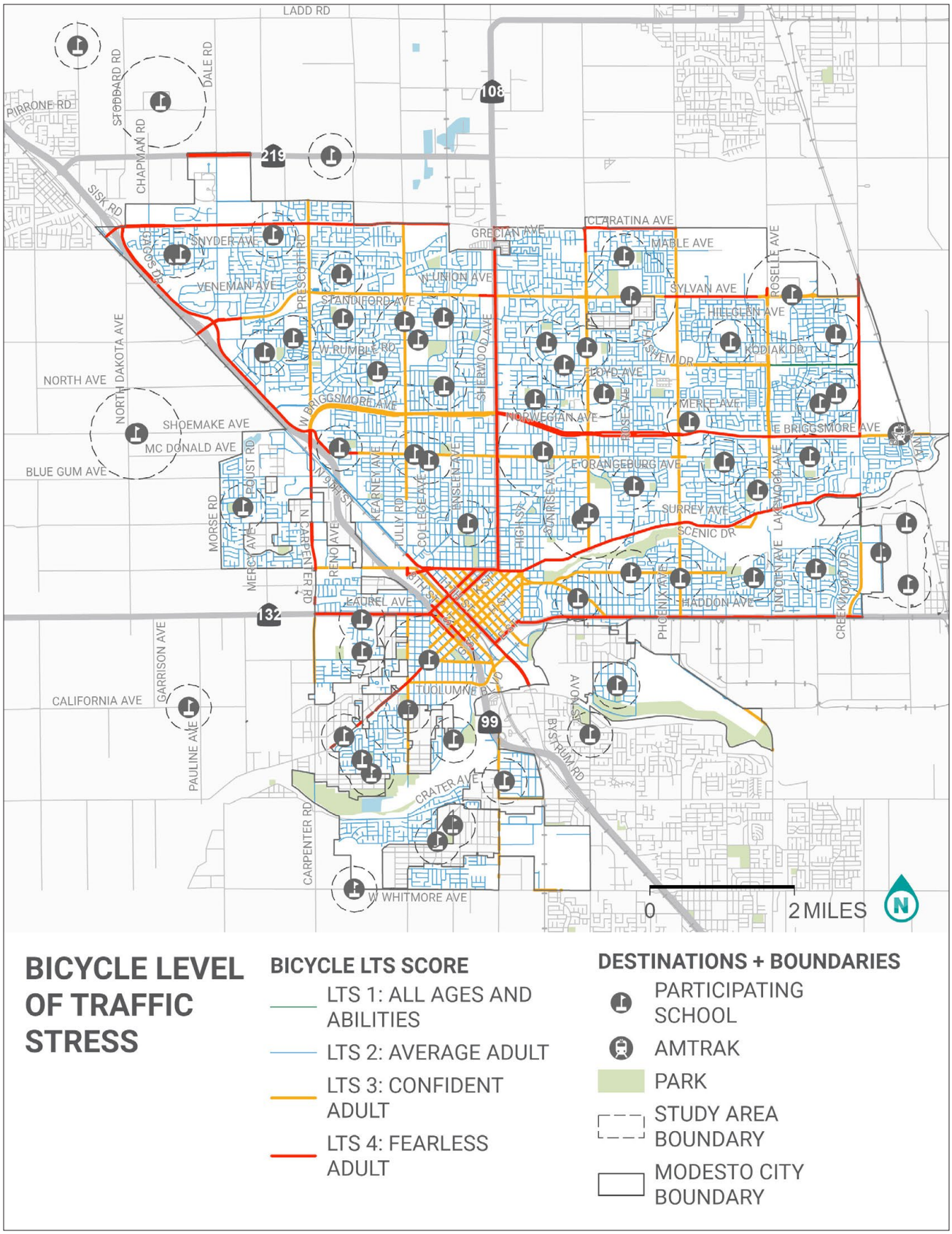
While bicycle facilities are known to have a positive impact on roadway safety, it is important that the right type of bikeway is selected for the roadway context. For example, neighborhood streets that have low traffic volumes and low travel speeds may best accommodate bicycles with a bicycle boulevard where through a series of improvements to slow speeds and limit traffic volumes, bicycle travel is prioritized. However, major roadways that carry higher volumes of traffic at high travel speeds may require a separated facility, such as a separated bikeway shared use path.

One way to analyze which type of bicycle facility may be appropriate for a roadway is through a Level of Traffic Stress (LTS) assessment, which evaluates bicycle rider comfort and stress based on factors such as vehicle travel speed, the number of travel lanes, and the type of bicycle facility available. Roads are scored on a four-point scale, where LTS 1 roadways are low-traffic, low-speed, providing the highest level of comfort for people biking; these are typically considered acceptable for people of all ages and abilities. LTS 4 roadways are high-traffic and high-speed, and thus are high stress corridors that would not be comfortable for most people bicycling.

As shown in **Map 6**, many roadways within school study areas may be suitable for student travel (LTS 1 or LTS 2). Most routes to school, however, often require travel along or across a higher-stress roadway (LTS 3 and 4). Additionally, while low-stress roadways typically surround schools in Modesto, many schools are located on high-stress roadways, making them uncomfortable for students to access without additional improvements.

Map 6: Bicycle LTS



BICYCLE LEVEL OF TRAFFIC STRESS

BICYCLE LTS SCORE

- LTS 1: ALL AGES AND ABILITIES
- LTS 2: AVERAGE ADULT
- LTS 3: CONFIDENT ADULT
- LTS 4: FEARLESS ADULT

DESTINATIONS + BOUNDARIES

- PARTICIPATING SCHOOL
- AMTRAK
- PARK
- STUDY AREA BOUNDARY
- MODESTO CITY BOUNDARY

CHAPTER 3

Safety Analysis

A robust analysis of collision data further advances the City's understanding of where safety concerns are greatest in Modesto and how those concerns impact student and family travel and transportation decision-making. Review of collision reports are not intended to provide a reactionary response; rather, review of this data helps reveal trends and patterns that directly inform strategies, project opportunities, and project prioritization.

Using data from the Transportation Injury Mapping System (TIMS)[9] for the years 2015 to 2019, this plan reviews not only where collisions occur most frequently, but also where:

- Collisions involve someone walking or biking
- Collisions involve a youth[10]
- Collisions where someone is killed or seriously injured (KSI)

The sections that follow highlight the analysis approach and key findings that will guide plan recommendations and strategies.

9 *TIMS provides data on collisions with reported injuries. All collisions mentioned in this plan resulted in either reported minor injuries, severe injuries, or fatalities.*

10 *Youth are referred to as people under the age of 18 as part of the safety analysis.*

Collisions that involve Youth

Youth were involved in 25 percent of all collisions and 21 percent of KSI collisions reported in the City of Modesto.

Collisions that involve people walking or biking

While just 0.6% of Modesto residents travel to work by bicycle and 1% of residents walk to work (based on 2021 ACS Data), 7% of all collisions involve someone biking and 9% involve someone walking.[11]

Collisions that result in a severe injury or fatality

Within the school study area, 7% of collisions caused a severe or fatal injury. 41% of severe or fatal collisions within the school study area involved someone walking or biking.

11 *American Community Survey (ACS) 2021 1-year estimates*

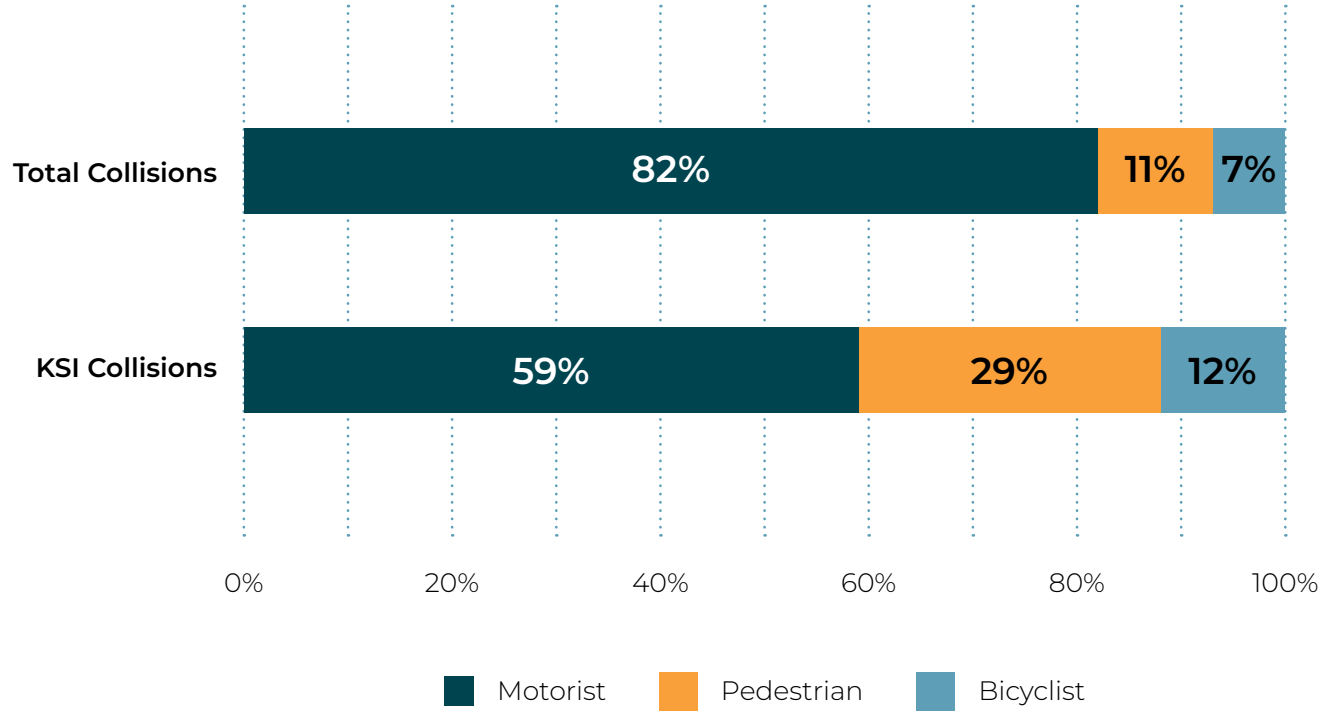
COLLISION TRENDS

Severe Collisions

A total of 5,781 collisions were reported in the City of Modesto between 2015 and 2019; 29% of these collisions occurred within 1/4 mile of elementary and middle schools and 1/2 mile of high schools (school study areas). Of the collisions in school study areas, nearly 7% resulted in a fatality or serious injury. While 18% of all collisions involved a pedestrian or bicyclist, 41% of fatal or severe injury collisions involved a pedestrian or bicyclist (**Figure 1**). Despite representing just 1.6% of commute trips, people walking and biking are disproportionately represented in Modesto's most serious collisions.[12]

12 *American Community Survey (ACS) 2021 1-year estimates*

Figure 1: Reported Collisions in School Study Areas[13] by Mode



13 *School Study Areas include 1/4 mile near elementary and middle schools and 1/2 mile near high schools.*

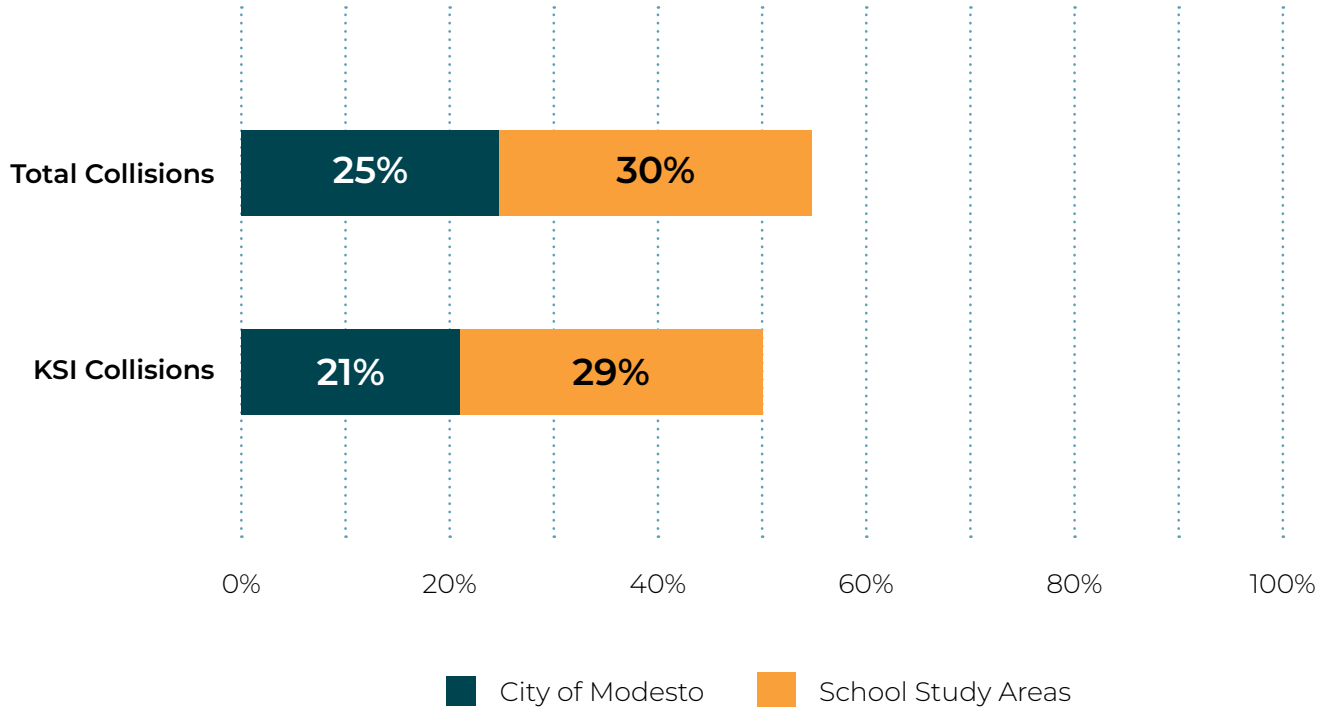
Youth-Involved Collisions

Youth were involved in 25% of all collisions and 21% of KSI collisions reported in the City of Modesto. These rates are higher within school study areas. 30% of all collisions in school study areas involved youth; 29% of KSI collisions in these areas involved youth.

Active Mode Collisions

The proportion of bicycle and pedestrian collisions is approximately the same in the school study areas when compared to the city-wide percentages (**Figure 2**). While there is a slightly higher proportion of pedestrian collisions that occurred in school study areas as compared to the city, the percentage of collisions involving each mode of travel does not vary significantly.

Figure 2: Youth-Involved Collisions in the City of Modesto Compared to All School Study Areas[14]



14 School Study Areas include 1/4 mile near elementary and middle schools and 1/2 mile near high schools.

Collision Frequency

Table 5 shows the reported collision count and the collision frequency within a 1/4 mile of elementary and middle schools and 1/2 mile of high schools (the school study area). The data is organized by high school catchment area to better understand the general collision locations. As shown in **Table 5,** schools in the Beyer, Davis, Modesto, and Downey High School catchment areas (bold rows) have higher reported collision rates compared to the average within all school study areas, especially when considering youth-involved and bicycle- and pedestrian-involved collisions.[15]

Schools within the Modesto and Downey High School catchment areas have the highest rate of KSI collisions per centerline mile of roadway as compared to schools in other catchment areas. These findings generally correspond to corridors identified in Modesto's 2018 SSAR, including Coffee Road, Sylvan Avenue, and Standiford Avenue.

15 *Collision rates are shown based on frequency of collisions per centerline mile. This approach helps normalize data for comparison across school study areas.*

Table 5: Reported Collision Counts in School Study Areas, Aggregated by High School Catchment Area[16]

High School Catchment Area	Total Collisions	Collisions per Centerline Mile of Roadway			
		Total Collisions	KSI Collisions	Bicycle and Pedestrian Collisions	Youth Collisions
Beyer High	**320**	**9.0**	**0.4**	**1.4**	**2.6**
Davis High	**345**	**6.3**	**0.3**	**1.3**	**1.9**
Enochs High	30	1.3	0.1	0.4	0.4
Gregori High	31	2.7	0.3	0.4	1.0
Modesto High	**520**	**13.0**	**0.9**	**2.3**	**3.8**
Johansen High	157	3.5	0.3	0.7	1.1
Downey High	**292**	**6.7**	**0.5**	**1.0**	**1.9**
All High School Catchment Areas (School Study Areas)	1,695	6.7	0.4	1.2	2.0
City of Modesto (overall)	5,781	8.0	0.5	1.3	2.0

16 *School Study Areas include 1/4 mile near elementary and middle schools and 1/2 mile near high schools. Collisions are shown for the School Study Areas only and not the entire High School Catchment Areas.*

COLLISION CHARACTERISTICS

In addition to the location of the collision and identification of who was involved, collision reports and other available data provide additional context that can improve understanding of other factors that may have contributed to the collisions. These are called primary collision factors. The following sections review collision data based on these additional characteristics.

Primary Collision Factor

Contributing factors refer to potential causes of the collision and are recorded by the reporting law enforcement officer. They do not always describe blame or fault but do describe aspects of the built environment, environmental conditions, or human behavior that contributed to the collision.

YOUTH

The most common collision factor for youth-involved KSI collisions is violating traffic signals and signs, which accounts for 28% of youth-involved KSI collisions within school study areas, as compared to 14% of youth-involved KSI collisions in the city overall.

PEDESTRIAN

Primary collision factors for pedestrian collisions reveal that a driver violating the pedestrian right-of-way (e.g., failing to yield at a crosswalk) and pedestrian violations (e.g., crossing the street outside a crosswalk or walking in the road) each account for 40% of reported collisions.

Primary crash factors can also provide details on the collision's proximity to a crosswalk. As shown in **Table 6**, 32% of school-area KSI collisions occurred while a pedestrian was crossing in a crosswalk , and 35% occurred while a pedestrian was not crossing in a crosswalk.

Table 6: Location of Pedestrian at the Time of Collision

Pedestrian Location	Within School Study Areas[17]		Within the City of Modesto	
	KSI Collisions	All Collisions	KSI Collisions	All Collisions
Crossing in Crosswalk at Intersection	32%	44%	33%	47%
In Road, Including Shoulder	26%	16%	17%	13%
Crossing Not in Crosswalk	35%	29%	42%	29%

17 School Study Areas include 1/4 mile near elementary and middle schools and 1/2 mile near high schools.

The most serious injury collisions involving a pedestrian crossing while not in a crosswalk, frequently occurred on roadways with significant distance between crossings. In fact, 66% of these collisions occurred on roadways with more than 800 feet between marked crossing opportunities.

BICYCLE

Four primary collision factors were identified for 82% of all bicycle collisions that occurred within school study areas:

- Automobile right-of-way violation
- Bicyclist riding against traffic
- Improper turning behavior
- Violating traffic signals and signs.

These are consistent with the bicycle collision factors reported for bicycle collisions in the city of Modesto as a whole. Due to a small sample size, bicyclist-involved collision factors are not disaggregated by severity.

FOCUS SAFETY CORRIDORS

While each of the factors explored above provides insight into specific safety concerns across the city, understanding where these factors geographically overlap can highlight the areas in greatest need of safety improvements. Overall, 35 roadway segments account for more than 50% of all collisions occurring within school study areas. Shown in **Map 7**, these corridors account for:

- 47% of youth-involved collisions in school study areas
- 61% of KSI collisions in school study areas
- 58% of active mode collisions in school study areas

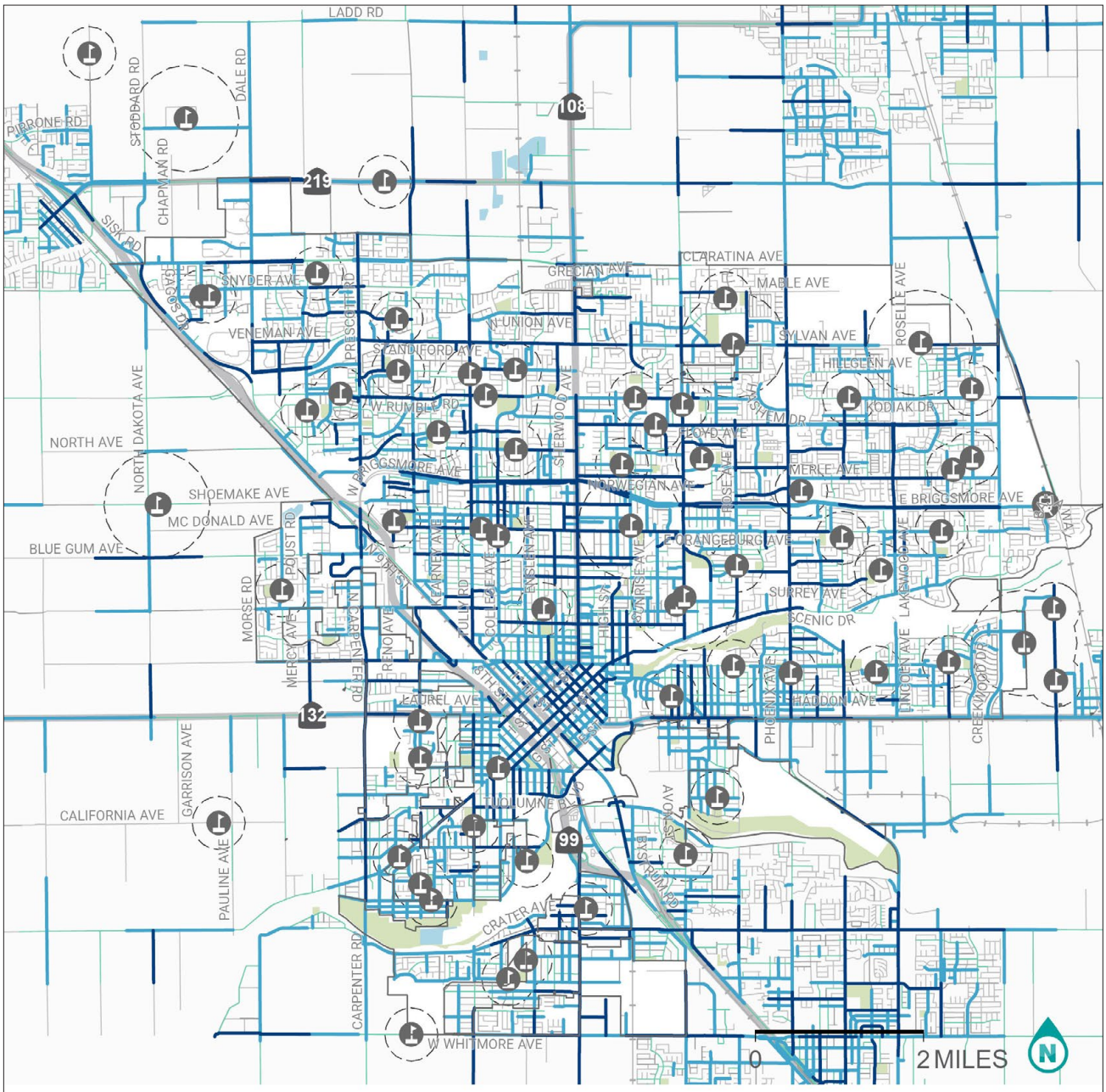
Except for Frazine Road, all the top-scoring roadways are within the city of Modesto, and all high school catchment areas, except Enochs, include at least one of the top-scoring roadways. While not applicable to all roadway segments, these corridors exhibit several common characteristics:

- Functional Class: Minor Collector or Arterial Roadway
- Existing Infrastructure: Incomplete sidewalks, no bicycle improvements
- Distance between Crossings: Greater than 800 feet

These characteristics provide insight into key opportunities for improvement across the network and include:

- **Close pedestrian network gaps:** Complete sidewalks on arterial and collector roadways within school study areas. Priority should be given for providing complete sidewalks along at least one side of the road to support safe routes to school initiatives. These routes should coordinate with the suggested routes to school identified by each school and district, where available.
- **Implement a complete and connected bicycle network:** The MSSP offers an opportunity to advance the NMTP's recommendations. Specifically, the improvements identified in the NMTP prioritize low-stress bicycle routes and support connections directly to schools.
- **Provide more crossing opportunities:** More frequent opportunities to cross major roads, particularly as they correspond with continuous sidewalks, can improve access to school and support trips to school completed by walking or biking.
- **Improve crossing safety:** For both new and existing crossings, identify improvements that increase visibility and safety. This may include high visibility crosswalks, signage, lighting, or signals. Crossing improvements should also provide support for bike routes to school.
- **Calm traffic:** Slowing traffic through traffic calming measures can improve safety and increase the comfort of many corridors within school study areas.
- **Prioritize infrastructure improvements on the top-scoring, most challenging roadways as identified through the combined safety priority index (CSPI):** These corridors represent a disproportionate number of KSI collisions, youth-involved collisions, and active mode collisions.

Map 7: Top Safety Corridors



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CHAPTER 4

Community Engagement

OVERVIEW

Building upon previous public engagement as part of the NMTP, the Modesto School Safety Program (MSSP) asked members of the school community to provide input on transportation safety needs. Engagement included two primary methods:

- School district staff interviews
- School community survey and interactive web map

SCHOOL DISTRICT STAFF INTERVIEWS

School district staff interviews provided an opportunity for school district staff to share information about transportation challenges and safety concerns affecting their school. Discussions also included review of ongoing projects at or near schools and review of any current Safe Routes to School programs in place. The project team reached out to each of the five districts located within the school study area, and three of these districts participated in an interview: Empire Union School District, Sylvan Union School District, and Modesto City Schools.

What We Heard

EXISTING TRAVEL PATTERNS

- Most schools rely on school bus service or parent pick-up/drop-off for student travel to school; a limited number of schools identify as walking schools.
- There are not typically Safe Routes to School programs in place at any of the three districts interviewed. However, some districts noted grassroots efforts for programs, like walking school buses at certain school sites.

EXISTING BARRIERS FOR STUDENT TRAVEL

- **High speeds and high traffic volumes:** Each of the three districts interviewed noted high travel speeds and high traffic volumes as an existing barrier for safe student travel.
- **Infrastructure gaps:** Significant infrastructure gaps are a common challenge. Infrastructure gaps include missing sidewalks, lack of curb ramps, and limited crosswalks.
- **Crossing safety:** Participants were interested in exploring ways to improve crossing safety with the addition of signals or other traffic control devices, improved sight lines at intersections, and refreshed paint where crosswalks already exist.

- **School arrival and dismissal:** There were also concerns about student safety when interacting with congested school traffic during arrival and dismissal times. At some schools, there are no clear routes for students biking to navigate congested drop-off areas and parking lots. The congestion also hinders efficient and effective school bus travel. Improved circulation plans on school campuses and in the areas immediately surrounding the school may lead to more efficient travel patterns at pick-up and drop-off. Some schools are already coordinating with the City to reconfigure parking lots and improve circulation during arrival and dismissal.

DEFINING SUCCESS FOR THE MSSP

Participants noted that defining success will likely depend on school-level assessments in many instances, as infrastructure needs and observed behaviors vary by school location. However, they also defined success in some of the following ways:

- Implementation of improvements
- Increased number of students walking and biking to school
- Improved safety, including slower traffic, increased awareness around schools, and fewer collisions
- Prioritize locations nearest school campuses and schools with greater need
- Students' ability to get to school more safely via improved school routes
- Greater levels of coordination and collaboration among project partners

SCHOOL COMMUNITY FEEDBACK

During the spring of 2022, school community members were encouraged to share more about their school travel experiences through a community survey and interactive web map. The survey asked about participants' current travel patterns and modes of transportation, and requested general feedback about walking and biking to school. The interactive web map asked participants to identify specific locations in the city that work well for or create barriers to safe and comfortable active trips to school.

These tools were available from April 5, 2022, through June 1, 2022. All promotional materials, including social media posts, were shared in both English and Spanish. A brief description and project flyer were shared with school districts to promote via their existing communication channels, and the City shared information about the survey and web map using the City's website and social media accounts.

What We Heard

SURVEY

The online survey received 1,082 responses from representatives of 56 schools in Modesto. More than 400 responses were received from each of the elementary and high school levels, and there were more than 100 responses from the middle school level. Many responses were from engaged parents or caregivers, though there were some responses from students, teachers, staff, and other community members.

WEB MAP

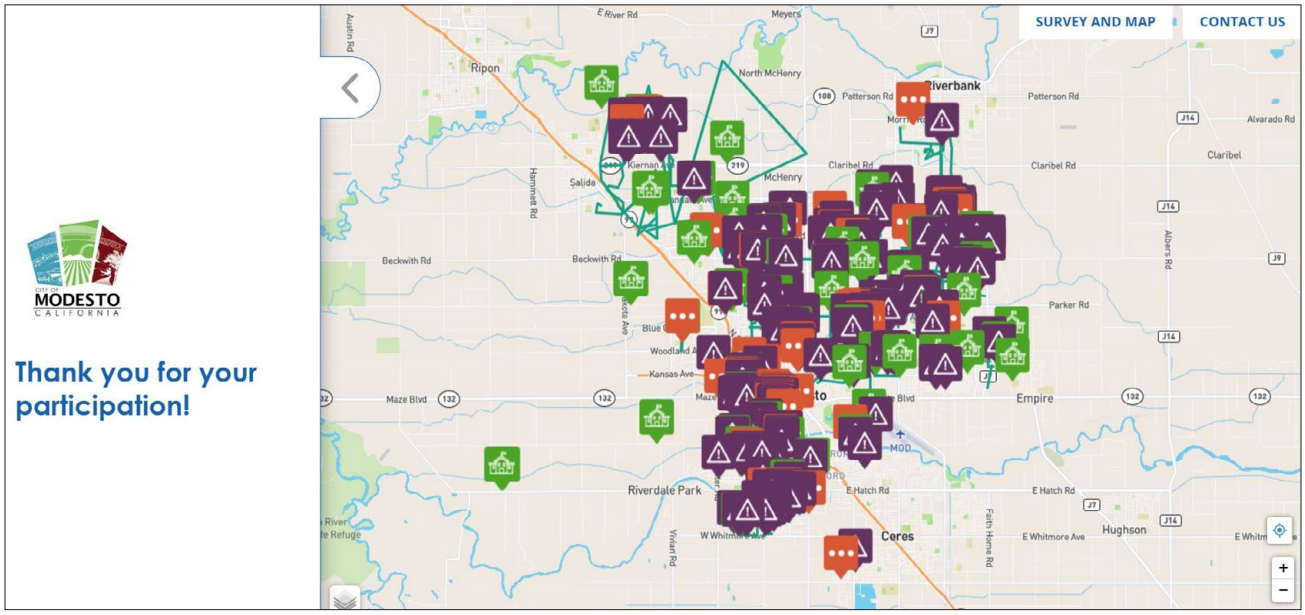
The public input map received over 570 unique suggestions, including locations that have barriers to travel, preferred routes of travel, and locations that are safe and comfortable to travel along. In addition to the unique suggestions, participants could provide support for suggestions via a like/dislike button and additional details via a comment form. Participants provided more than 420 of these likes, dislikes, and comments in addition to the unique suggestions.

KEY TAKEAWAYS

The results of both the stakeholder interviews as well as the general public engagement revealed several common themes regarding current challenges and opportunities for student travel to school. These themes included:

- Safety related to motor vehicle travel speeds and volumes
- The need for new and improved crosswalks near schools, particularly across major roadways
- Pedestrian network improvements including filling sidewalk gaps and adding curb ramps
- Circulation near schools to facilitate travel to school by active and shared modes

In many cases, the themes identified through public engagement were consistent with the findings of the Existing Conditions (**Chapter 2**) and Safety Analysis (**Chapter 3**), providing clear direction for the MSSP project recommendations. See **Appendix A** for a more detailed summary of public input.



CHAPTER 5

Recommendations

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BICYCLE CORRIDOR IMPROVEMENTS

This chapter identifies actionable recommendations to improve safety for people walking and biking to, from, and around the 68 schools in Modesto and surrounding areas. Project recommendations are informed by data and include strategies to support safer student travel to school.

This plan's recommendations fall into three categories:

- **Bicycle corridor improvements:** Bikeway improvements, including on-street facilities and off-street shared use paths. Recommendations are consistent with the NMTP.
- **Sidewalks:** New sidewalks to complete the existing sidewalk network.
- **Spot improvements:** Specific locations, including intersections and midblock crossings, to improve the safety and comfort of people walking and biking.

The NMTP identifies bicycle corridor improvements that expand the city's existing network to better connect destinations and improve overall comfort and safety for bicycle travel. Through both on- and off-street connections, the recommended bicycle network includes 192 miles of new facilities and improves 58 miles of existing routes. More than 68 miles of the network proposed in the NMTP fall within the MSSP school study area and create new opportunities for use.

As shown in **Map 8**, the recommended network extends across the city and provides new low-stress connections along neighborhood roadways (Class IIIB – Bicycle Boulevards) for many schools. Separated bikeways (Class IV) along major roads help expand connections to nearby neighborhoods.

Refer back to page 18 for a full description of each bicycle facility type. A full list of bikeway recommendations can be found in the NMTP document.

Map 8: Proposed Citywide Bike Network from NMTP

BIKE NETWORK

EXISTING BIKEWAYS

- CLASS 1 SHARED-USE PATH
- CLASS 2 BICYCLE LANE
- CLASS 2B BUFFERED BICYCLE LANE
- CLASS 3 BICYCLE ROUTE
- CLASS 4 SEPARATED BIKEWAY

PROPOSED BIKEWAYS

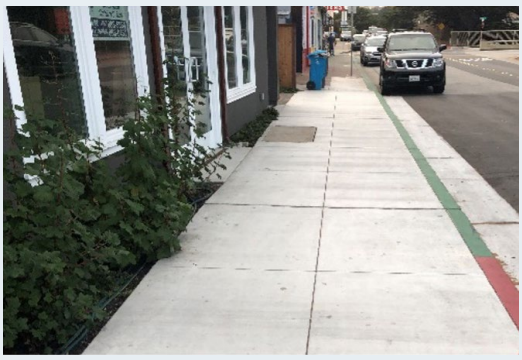
- CLASS 1 SHARED-USE PATH
- CLASS 2 BICYCLE LANE
- CLASS 2B BUFFERED BICYCLE LANE
- CLASS 3 BICYCLE ROUTE
- CLASS 3B BICYCLE BOULEVARD
- CLASS 4 SEPARATED BIKEWAY

DESTINATIONS + BOUNDARIES

- PARTICIPATING SCHOOL
- AMTRAK
- PARK
- STUDY AREA BOUNDARY
- MODESTO CITY BOUNDARY

SIDEWALKS

More than 140 miles of proposed sidewalks will fill gaps in the existing sidewalk network, extend existing routes, and create a complete sidewalk network within the school study area. Recommendations include all areas within the school study area missing a sidewalk on one or both sides of the road, as identified through the sidewalk inventory. This would result in a complete, connected, and continuous sidewalk network that better supports direct connections to schools. Sidewalk recommendations are shown in **Map 9** and a full list of can be found in **Table 12** of **Appendix B**.

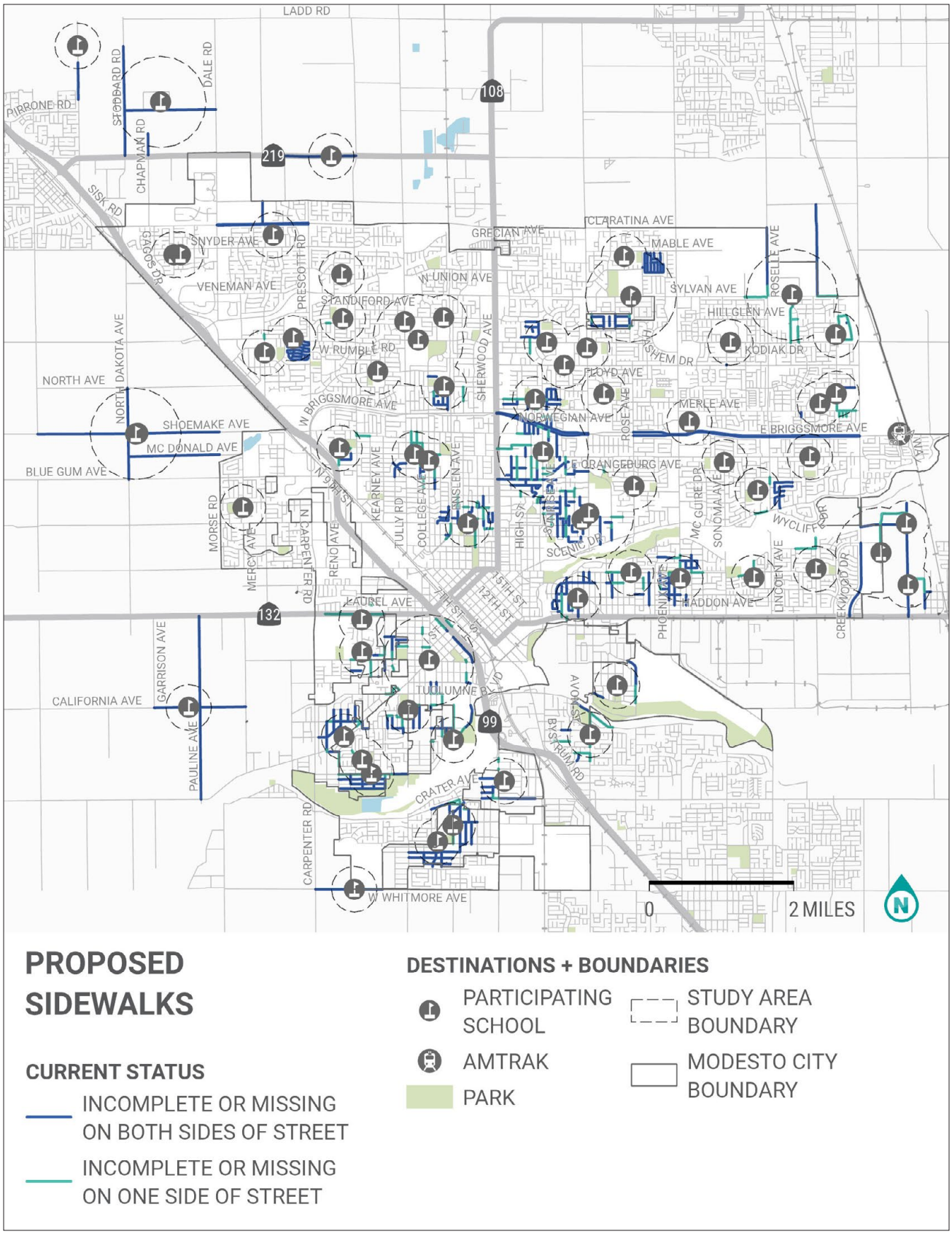


Sidewalks provide dedicated space for pedestrians to walk. Sidewalks are raised from the roadway and sometimes have a planting strip for increased separation from the roadway. Obstructions like utility boxes, signs, and poles can sometimes limit available sidewalk width. The minimum width of a sidewalk should be 48 inches or greater.[18] Sidewalks can result in up to an 88% reduction in collisions involving pedestrians walking along a roadway.[19]

18 *California Secretary of State. (March 2010). Accessible Route of Travel. Appendix C California Building Codes. Available at https://www.sos.ca.gov/elections/publications-and-resources/polling-place-accessibility-guidelines/appendix-c-california-building-codes.*

19 *Gan, A., J. Shen, and A. Rodriguez. (2005, April). Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. Florida Department of Transportation.*

Map 9: Citywide Sidewalk Map



PROPOSED SIDEWALKS

CURRENT STATUS

- INCOMPLETE OR MISSING ON BOTH SIDES OF STREET
- INCOMPLETE OR MISSING ON ONE SIDE OF STREET

DESTINATIONS + BOUNDARIES

- PARTICIPATING SCHOOL
- AMTRAK
- PARK
- STUDY AREA BOUNDARY
- MODESTO CITY BOUNDARY

SPOT IMPROVEMENTS

Spot improvements capture a variety of location-specific improvements that seek to improve the comfort and safety of people walking or bicycling to school. Spot improvements can include new or updated crosswalks, traffic control studies, traffic calming, and similar improvements that help increase visibility, improve connectivity, and slow traffic.

Data from the review of existing conditions, safety analysis, and public engagement guided the recommendations. The final list of proposed improvements includes a detailed review of aerial imagery and site conditions to identify new proposed spot improvements and expand on improvements recommended in the NMTP. Key factors influencing project selection include:

- Does the location provide a direct connection to the school campus?
- Is the location along a route that provides a safe and comfortable connection to schools?
- Does the location have a history of collisions?

Recommendations are shown on **Map 10** and a full list of proposed spot improvements can be found in **Table 13** of **Appendix B**.

Table 7 provides an overview of the quantity of each recommended spot improvement type. **Table 8** provides provides a description of the types of recommended spot improvements.

PEDESTRIAN ACCESSIBILITY

While the MSSP does not capture all locations with limited pedestrian accessibility, many projects do include recommendations to update or install curb ramps and similar improvements. As projects move toward implementation, City staff should review project locations for opportunities to further advance accessibility.

Table 7: Quantity of Recommended Spot Improvements

Spot Improvement Type	Quantity
High-Visibility Crosswalk	345
Curb Extensions	301
Leading Pedestrian Interval	168
Pedestrian Refuge Island	97
Advanced Stop/Yield	69
Pedestrian Hybrid Beacon	36
RRFB	34
Curb Ramps	4
Intersection Study	4
Neighborhood Traffic Circle	1
Slip Lane Removal Study	1
Transverse Crosswalk	1
No-Parking Areas	713 feet

Map 10: Recommended Spot Improvements

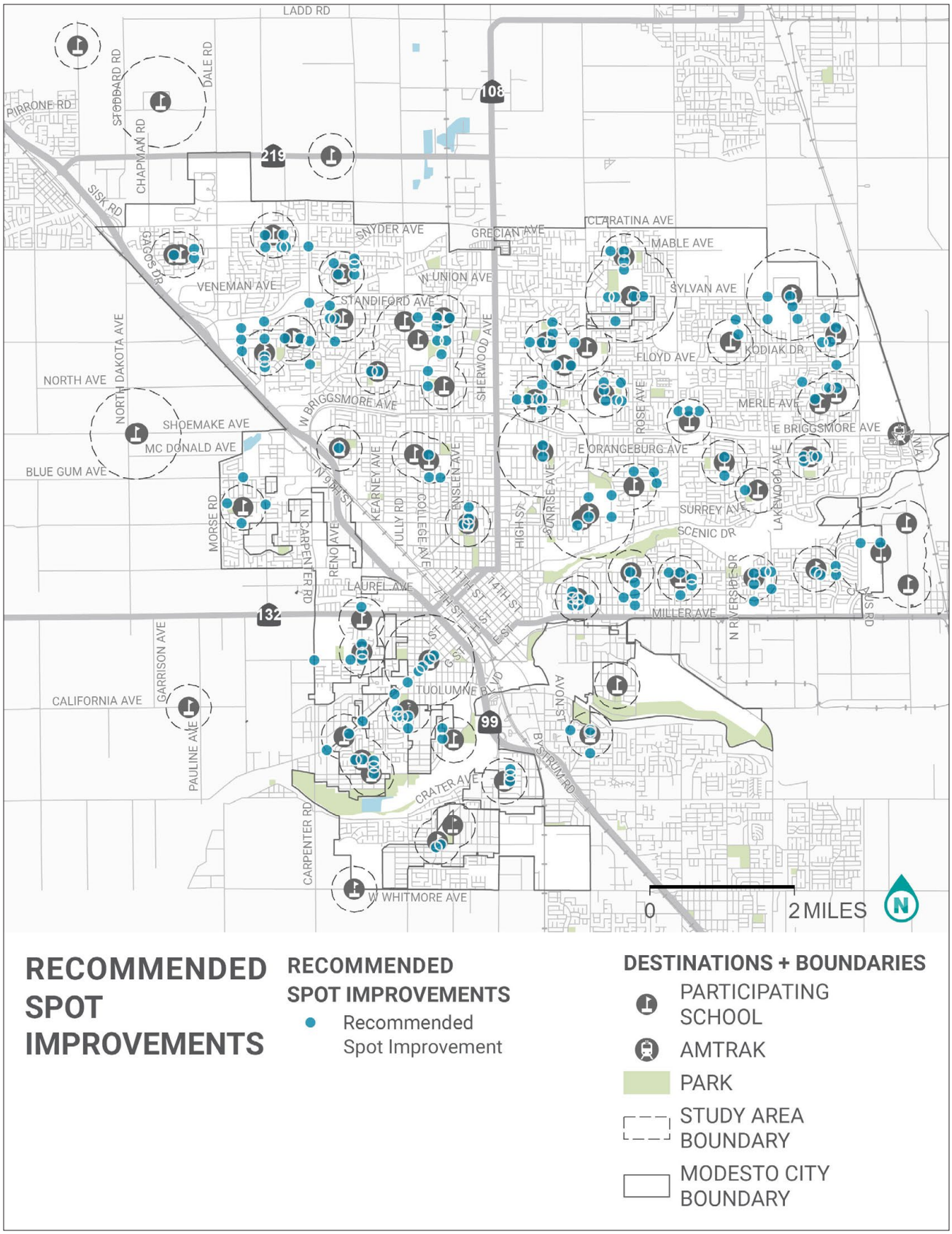
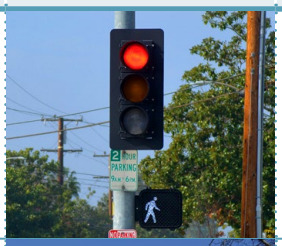
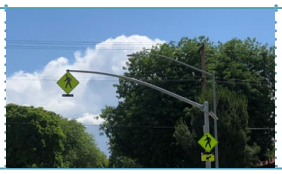


Table 8: Recommended Spot Improvement Types

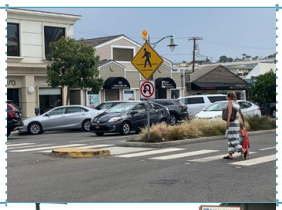
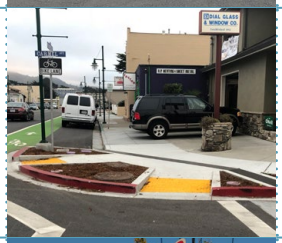
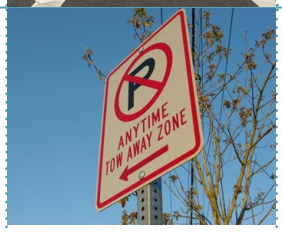
	Improvement Type		Definition	Benefit
Crossing/Intersection	**Leading Pedestrian Interval (LPI)**		Provides an advanced start for pedestrian crossings, typically 3-7 seconds before the vehicles are given a green signal.	LPIs can reduce pedestrian-vehicle collisions at intersections by 13%.[20]
	Pedestrian Hybrid Beacon		Traffic control device that supports pedestrian crossings at uncontrolled intersections or midblock locations. When activated, pedestrians have the right-of-way and vehicle cross traffic stops.	Pedestrian Hybrid Beacons can result in a 55% reduction in pedestrian collisions.[21]
	Rectangular Rapid Flashing Beacon (RRFB)		Flashing beacon used to increase driver awareness of pedestrian crossings.	RRFBs can result in a 47% reduction in pedestrian collisions.[22]

20 *Goughnour, E., D. Carter, C. Lyon, B. Persaud, B. Lan, P. Chun, I. Hamilton, and K. Signor. (2018, October). Safety Evaluation of Protected Left-Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety. Report No. FHWA-HRT-18-044. Federal Highway Administration.*

21 *National Academies of Sciences, Engineering, and Medicine. (2017). Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Washington, DC: The National Academies Press. https://doi.org/10.17226/24627.*

22 *National Academies of Sciences, Engineering, and Medicine. (2017).*

Table 8: *Recommended Spot Improvement Types, continued*

	Improvement Type		Definition	Benefit
Crossing/Intersection	**High-Visibility Crosswalk**		Crosswalk markings, including ladder, that improve visibility of the crosswalk; crosswalks are frequently accompanied by improved signage and lighting.	Can reduce pedestrian injury collisions by up to 40%.[23]
	Advanced Stop/Yield Bar		Stop or yield bar markings that are placed in advance of a crosswalk to discourage drivers from encroaching in to the crosswalk.	Can lead to up to a 25% reduction in pedestrian collisions. [24]
	Pedestrian Refuge Island		Roadway median with an area intended to protect pedestrians who are crossing a multilane roadway.	Can lead to up to a 56% reduction in pedestrian collisions.[25]
	Curb Extension		Bulb outs located at an intersection or midblock crossing that help reduce the pedestrian crossing distance and narrow the width of the roadway.	Curb extensions can improve pedestrian visibility and reduce crossing distances.[26]
	No-Parking Areas		Restricting on-street parking in close proximity to crosswalks and intersections to improve visibility for pedestrian crossings.	Including no-parking areas can improve pedestrian visibility.[27]

23 *FHWA. (2021, October). Making Our Roads Safer: One Countermeasure at a Time. FHWA-SA-21-071. Available at https://safety.fhwa.dot.gov/provencountermeasures/pdf/FHWA-SA-21-071_PSC%20Booklet_508.pdf.*

24 *FHWA. (2021, October).*

25 *FHWA. (2021, October).*

26 *Zegeer, C.V., D. Nabors, P. Lagerwey. (2013). Pedestrian Safety Guide and Countermeasure Selection System: Countermeasures. PEDSAFE. Available at http://pedbikesafe.org/PEDSAFE/countermeasures.cfm*

27 *FHWA. (n.d.). Selecting Pedestrian Safety Improvements (Crash Types/Countermeasure Matrix): Other Measures (56. Remove/Restrict Parking). Available at https://safety.fhwa.dot.gov/saferjourney1/library/countermeasures/56.htm.*

Table 8: *Recommended Spot Improvement Types, continued*

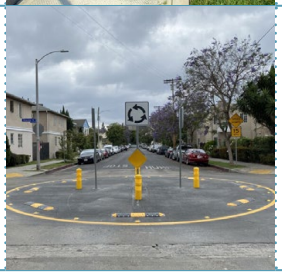
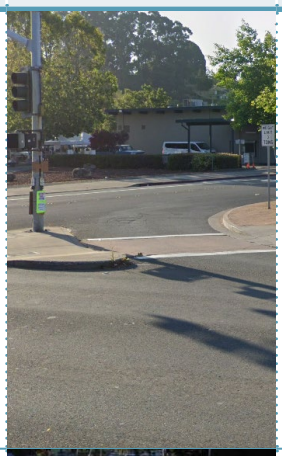
	Improvement Type		Definition	Benefit
	Curb Ramp		Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk.	Curb ramps enable all roadway users to cross a roadway by providing an accessible transition between the sidewalk and the street. Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and ADA 1990). All newly constructed and altered roadway projects must include curb ramps. In addition, existing facilities must be upgraded to current standards when appropriate.
	Intersection Study		An intersection study provides a professional analysis to help stakeholders make a well-informed decision about future design or operational changes to an intersection.	Intersection studies can help determine appropriate design or operational changes to an intersection, particularly for major intersections with skewed and complicated geometry.
	Neighborhood Traffic Circle		Neighborhood Traffic Cirlces feature a raised circular island in the middle of intersections on minor neighborhood streets.	Neighborhood Traffic Circles can reduce motor vehicle speeds and manage conflicts at the intersection so that users may enter in all directions with a yield on entry control.

Table 8: *Recommended Spot Improvement Types, continued*

	Improvement Type		Definition	Benefit
	Slip Lane Removal Study		A study to remove a slip lane.	Slip lanes create conditions for fast-turning vehicles. People driving have lower visibility of their surroundings when traveling at higher speeds. Slip lanes also add more pedestrian exposure to vehicles at intersections by creating two crossing segments. Closing the slip lane can improve crossing conditions for pedestrians.
	Transverse Crosswalk		Transverse crosswalks are marked crossings with two solid parallel white lines (yellow when near a school).	A marked transverse crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations.

PROGRAMS AND POLICIES

Beyond physical changes to streets and sidewalks near schools, it is also important to understand the programs, policies, and procedures that influence not only the safety of Modesto's roadways but also how people experience travel to school. This section identifies a series of program and policy recommendations, highlighting those that are specific to school areas.

SCHOOL ZONE SPEED LIMITS

The City should continue lowering speed limits around eligible schools. The recommendation to adjust school zone speed limits is consistent with the 2023 NMTP.

On January 1, 2008, Assembly Bill 321 took effect, allowing local governments to extend school zones up to 1,000 feet and reduce speed limits within 500 feet of a school site to 15 mph in residential neighborhoods or on highways with speed limits of 30 mph or less.

At 15 mph, more than 90% of pedestrians are likely to survive a collision with only minor injuries. As speeds increase, however, collision severity increases dramatically. At 30 mph, most collisions result in severe injuries to pedestrians, and nearly half may be fatal. At 40 mph, 90% of pedestrians will be killed in a collision. Reducing speeds even slightly can have a profound effect on safety for people walking and bicycling to school.

This plan recommends the City consider this change around eligible schools. Assembly Bill 321 requires engineering and traffic surveys to indicate that the existing speed limit is not appropriate.

EDUCATION AND ENCOURAGEMENT

A key component of Safe Routes to School success is engaging the population who may be interested in walking or biking, but has concerns. This represents the majority of people in most communities, and requires outreach from the schools and City. Through education and encouragement programs, schools can increase the number of students and families who access the school in a healthy, active, and safe way.

Some of the following activities are already being done by the schools discussed in this plan. These activities are suggestions for schools without education and encouragement activities to begin implementation, or are suggestions to expand activities at already-participating schools:

- Identify and pursue funds to support traffic safety education in schools. Grant programs, such as the Office of Traffic Safety grants, fund pedestrian and bicycle safety programs.
- Coordinate with schools and school districts to formalize Safe Routes to School programs for all grade levels. This provides opportunities to support education programs as well as conduct outreach events that encourage and celebrate active and shared trips to school.
- Explore programming ideas for middle and high school students, who have increasing agency over their own transportation. These might include "Drive Your Bike" curriculum, teaching students to bicycle safely to school and around their neighborhoods, or bike

maintenance education through a Bike Shed program with organizations such as the YMCA, providing bicycle maintenance courses and space to hold bikes, maintenance tools, and workstations.

TRAFFIC SAFETY CAMPAIGN

Currently, many education and safety programs are geared towards pedestrians, cyclists, and other vulnerable populations, rather than drivers. People driving cars and trucks also need to be engaged in the SRTS outreach efforts in order to reduce collisions and risk for families walking or biking. This campaign can exist at the district or city level, but can also target neighborhoods in the immediate vicinity of schools.

Content for establishing a traffic safety campaign can include:

- Helping drivers understand where to anticipate bicyclists, including right to take the lane and approach from behind in a right-turn scenario
- Appreciation for bicycle and pedestrian vulnerability
- The cross-body Dutch Reach door-opening technique
- Avoiding stopping or parking in bicycle lanes, on sidewalk aprons, and near crosswalks
- Increasing awareness of California's Three-Foot Passing law

SCHOOL COORDINATION

The City should continue coordination with school districts to support school circulation planning. Improvements for school pick-up and drop-off practices can improve safety for students arriving by an active mode of travel and improve efficiency of school bus loading and unloading. Congestion near schools and the resulting speeding, swerving, and neighborhood cut-through traffic is a key safety concern raised during public engagement. The City and school districts should continue to explore a variety of options to better support school arrival and dismissal, such as staggering drop-off/pick-up time, increasing crossing guard presence, and appointing bike/pedestrian ambassadors to support student travel. By both decreasing the number of vehicles and improving drop-off patterns, schools can significantly reduce congestion and safety issues.

BICYCLE PARKING

These recommendations will be school-specific, but every facility should have secure, easily accessible bicycle parking. Bicycle parking should be sited between common bicycle routes and main entrances, provide ample spaces for a growing number of bicycles, and be safe from vandalism or theft. This low-cost investment is a critical element to increasing student and teacher bicycle numbers.

CHAPTER 6

Implementation

PRIORITIZATION

This plan not only identifies actionable projects to improve the safety and comfort of student travel to school, but also provides a roadmap for the City to implement these projects. A data-driven process guides identification of proposed projects that are expected to have the greatest impact on improving safety. Project evaluation considers project need, consistency with other plans, equity, and ease of implementation.

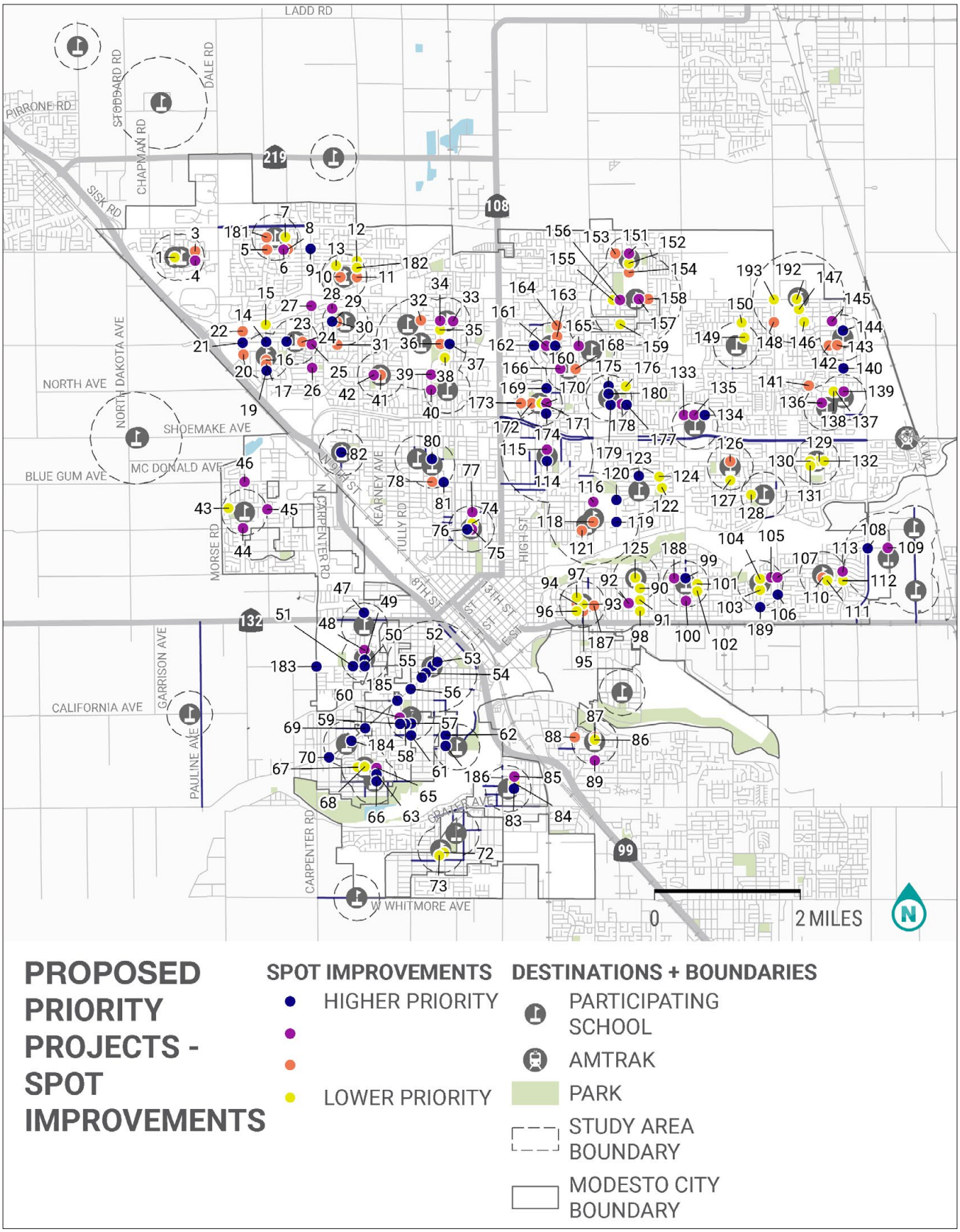
A project's feasibility is determined based upon the following three project categories:

- **Striping:** Project primarily consists of striping improvements, such as refreshed or new crosswalks, advanced stop/yield bars, and bicycle conflict marking. Project may also include recommendations to provide LPIs at existing signals (assumes capable signal controller). This type of project does not require significant construction and typically can be completed through low-cost, rapid-implementation measures.
- **Construction:** Project requires construction, including new curb ramps, medians, or Pedestrian Hybrid Beacons. This type of project requires more significant levels of planning, design, and funding.
- **Study:** Project requires further study to identify appropriate improvement. Examples include intersection reconfiguration to address skewed geometries. This project type identifies improvement opportunities but acknowledges that additional data and research is needed to move the project toward implementation.

Criteria for the prioritization of each MSSP recommendation can be found in **Table 9** on the following pages. **Map 11** shows the prioritized proposed projects citywide. For a full list of prioritized projects, refer to **Table 12** and **Table 13** in **Appendix B.**

Planning level cost estimates are also included for each project, as shown in the **Table 12** and **Table 13** of **Appendix B**. These costs represent high-level estimates for materials and construction based on the project type shown in **Table 14** of **Appendix B**. As projects advance toward implementation, more detailed cost estimates should be completed based on an engineering review and further analysis of the site context. The cost estimates are based on the cost for materials and construction for comparable projects in nearby jurisdictions and do not include costs for design.

Map 11: Proposed Priority Projects



*Numbers on the map correspond to the project numbers on **Table 13** in **Appendix B**

Table 9: Criteria for the prioritization of MSSP recommendations

Category	Criteria	Definition	Score Value
Safety (Up to 20 points)	Youth-weighted collision density	Assessment of collisions based on youth involvement.	Maximum score of 5 points Segment score will be normalized on a scale of 0 to 5
	Severity weighted collision density	Assessment of collisions based on severity.	Maximum score of 5 points Segment score will be normalized on a scale of 0 to 5
	Bicycle + pedestrian weighted collision density	Assessment of collisions based on active transportation involvement.	Maximum score of 5 points Segment score will be normalized on a scale of 0 to 5
	Combined safety priority index (CSPI)	Combined collision assessment based on the three factors listed above.	5 – Project on top 5% CSPI network 0 – Project not on top 5% CSPI network

Table 9: *Criteria for the prioritization of MSSP recommendations, continued*

Category	Criteria	Definition	Score Value
Connectivity and Comfort (Up to 5 points each)	Crossing opportunities *(point/crossing improvements only)*	Project improves crossing conditions at an existing crosswalk or provides a new crossing opportunity	5 – Project on a segment with crossings more than ½ mile apart 4 – Project on a segment with crossings ¼ to ½ mile apart 3 – Project on a segment with crossings 800 ft to ¼ mile apart
	Level of traffic stress *(LTS), (bicycle corridor improvements only)*	Project improves bicycling conditions along a roadway, resulting an LTS 1 or 2.	5 – Project on an LTS 4 segment, improve to LTS 1 or 2 3 – Project on an LTS 3 segment, improves to LTS 1 or 2
	Complete sidewalk networks *(pedestrian corridor improvements only)*	Project fills existing sidewalk gaps to support a more complete pedestrian network.	5 – Project fills a sidewalk gap on a major roadway 4 – Project fills a sidewalk gap on a minor roadway
Consistency	Consistency with City planning efforts	Project advances priorities identified in previous planning efforts.	5 – Project included in NMTP and/or the SSAR 0 – Project not included in NMTP and/or the SSAR
Equity	Environmentally impacted communities	Project improves walking and/or biking conditions in communities disproportionately impacted by pollution.	5 – 90th percentile or above 3 – 75th-89th percentile 0 – below 75th percentile
Community Support	Public input	Project reflects needs identified through public input sources.	5 – Addresses a comment from public engagement with one or more “likes” 3 – Addresses a comment from public engagement 0 – Does not address an issue identified in public engagement

Table 9: *Criteria for the prioritization of MSSP recommendations, continued*

Category	Criteria	Definition	Score Value
School Tier	Grade level	Assessment of school context and grade level.	5 – Elementary school 3 – Intermediate school 1 – High school
Feasibility	Project feasibility	Planning-level assessment of feasibility challenges that may require additional planning/funding.	-2 – Projects facing serious technical or other significant challenges to implementation, based on engineering or other professional judgement

The result of the prioritization process is a list of safety improvement projects, ranked by impact and feasibility. While **Map 10** shows the top scoring projects overall, it is important to not only consider opportunities to coordinate projects (for example, whether there are opportunities to implement multiple projects along a corridor at the same time, based on available funding), but also understand which projects are the most important within each school study area. The following pages highlight top scoring improvements by high school enrollment area; a complete list of prioritized projects can be found in **Table 12** and **Table 13** of **Appendix B**.

IMPLEMENTATION STRATEGIES

In addition to project prioritization, project implementation requires a deliberate strategy, including identifying potential funding sources and seeking opportunities to build on other neighboring projects. With limited resources and high demand for improvements, the City will need to coordinate among relevant departments and partners to identify opportunities for project delivery. This chapter describes implementation strategies for the MSSP including funding opportunities and recommended steps the City can take to implement the plan's recommended improvements over time.

Table 10 and **Table 11** show the top two ranked projects within each High School Catchment Area.

Table 10: Two Highest Priority Spot Improvement Recommendations Per High School Catchment Area

High School Catch-ment Area	School	Project #	Category	Project Location	Project Description
Fred Beyer High	Coleman F. Brown Elementary	179	Construction	Celeste Dr/ Vera Cruz Dr	Refresh all three yellow high-visibility crosswalks and advance stop markings at eastern and western approaches across Celeste Dr and northern approach across Vera Cruz Dr. Install curb ramps at the two southern corners.
	Coleman F. Brown Elementary	180	Construction	Vera Cruz Dr - midblock south of Ensenada Dr	Upgrade the midblock crossing to a yellow high-visibility crosswalk across Vera Cruz Dr. Install advance yield markings. Install curb ramps and curb extensions on both sides.
Grace Davis High	Agnes M. Baptist Elementary	10	Construction	Cheyenne Way/Pomo Ln	Refresh the yellow high-visibility crosswalk and install advance yield markings at western approch across Cheyenne Way. Construct curb ramps at both western corners.
	Agnes M. Baptist Elementary	11	Construction	Cheyenne Way/Carver Rd	Refresh the existing yellow high-visibility crosswalk at northern approach across Carver Rd and at western approach across Cheyenne Way. Construct a curb ramp at the northeast corner.

Table 10: *Two Highest Priority Spot Improvement Recommendations Per High School Catchment Area, continued*

High School Catchment Area	School	Project #	Category	Project Location	Project Description
James Enochs High	Daniel J. Savage Middle	136	Striping	Maid Mariane Ln	Install bicycle conflict markings in front of driveways and other breaks in the bike lanes.
	Daniel J. Savage Middle	141	Construction	Sharon Ave/ Millbrook Ave	Refresh the yellow high-visibility crosswalk at northern approach across Millbrook Ave and eastern approach across Sharon Ave and install advance yield markings. Install a RRFB for the crossing at the northern approach to the intersection across Millbrook Ave. Consider installing curb extensions at the two eastern corners.
Joseph A. Gregori High	Independence Charter	1	Construction	Setrok Dr/ Blue Bird Dr	Refresh yellow high-visibility crosswalk with advance yield markings at the southern approach across Blue Bird Dr. Construct curb extensions at the southern corners.
	Mary Lou Dieterich Elementary	9	Study	Snyder Ave/ Prescott Rd	Study removal of the free-right turn-lane from the northwest corner. Coordinate improvement with planned trail recommendation from NMTP.

Table 10: *Two Highest Priority Spot Improvement Recommendations Per High School Catchment Area, continued*

High School Catch-ment Area	School	Project #	Category	Project Location	Project Description
Modesto High	Aspire University Charter	186	Construction	Roselawn Ave, south of Rouse mid-block	Work with school stakeholders and residents to determine the best location for a mid-block crossing behind the school. Install a yellow high-visibility crosswalk with advance yield markings. Consider installing curb extensions and an RRFB.
	Aspire University Charter	62	Striping	Rouse Ave/ Roselawn Ave	Install white high-visibility crosswalks across all four approaches with advance stop markings.
Peter Johansen High	Bernard L. Hughes Elementary	113	Construction	Ardia Ave/ Creekwood Dr	Install high-visibility crosswalks at the northern approach across Creekwood Dr and western approach across Ardia Ave. Install advance stop/yield markings. Consider installing RRFB at the northern crossing.
	Bernard L. Hughes Elementary	110	Construction	Penny Ln/ N McClure Rd	Refresh both yellow high-visibility crosswalks and all advance stop markings at western approach across Penny Ln and at northern approach across N McClure Rd. Construct curb extensions at the two northern corners.

Table 10: *Two Highest Priority Spot Improvement Recommendations Per High School Catchment Area, continued*

High School Catch-ment Area	School	Project #	Category	Project Location	Project Description
Thomas Downey High	Bret Harte Elementary	72	Construction	Glenn Ave/ Gutherie St	Upgrade all crosswalks to yellow high-visibility crosswalks with advance stop markings. Construct curb extensions at the northwest and northeast corners. Better align the crosswalk at the eastern approach across Glenn Ave with the existing curb ramp.
	Bret Harte Elementary	73	Construction	Glenn Ave/ Frazier St	Upgrade the crosswalk at western approach across Glenn Ave to yellow high-visibility crosswalk, refresh the crosswalk at southern approach across Frazier St, and install advance stop markings at both crosswalks. Consider constructing a curb extension at the northwest corner.

Table 11: Two Highest Priority Sidewalk Recommendations Per High School Catchment Area

High School Catch-ment Area	School	Project #	Category	Project Location	From	To
Beyer High	Fred C. Beyer High	48	Incomplete or Missing on Both Sides	Bonnevier St	Roadway Terminus	Roadway Terminus
Beyer High	Fred C. Beyer High	89	Incomplete or Missing on Both Sides	Colin Ln	Boyce Ln	Mc Gerry St
Davis High	Elihu Beard Elementary	27	Incomplete or Missing on Both Sides	Ashford Ct	Roadway Terminus	College Ave
Davis High	Elihu Beard Elementary	120	Incomplete or Missing on Both Sides	Dartmouth Ave	Elmhurst Dr	Wildwood Dr
Downey High	John Muir Elementary	21	Incomplete or Missing on Both Sides	Annabelle Ave	Ramona Ave	Sunrise Ave
Downey High	John Muir Elementary	44	Incomplete or Missing on Both Sides	Blair Ave	El Camino Ave	Roadway Terminus
Enochs High	Daniel J. Savage Middle	354	Incomplete or Missing on Both Sides	Newhampton Ct	New London Ln	Roadway Terminus
Enochs High	Elizabeth Ustach Middle	246	Incomplete or Missing on One Side	Hillglen Ave	Roselle Ave	Whistler Ave
Gregori High	Great Valley Academy - Salida	462	Incomplete or Missing on Both Sides	Sisk Rd	Sun West Dr	Roadway Terminus

Table 11: *Two Highest Priority Sidewalk Recommendations Per High School Catchment Area, continued*

High School Catch-ment Area	School	Project #	Category	Project Location	From	To
Gregori High	Joseph A. Gregori High	10	Incomplete or Missing on Both Sides	Access Rd	Dale Rd	Stoddard Rd
Johansen High	Alice N. Stroud Elementary	207	Incomplete or Missing on Both Sides	Frazine Rd	La Coste Ln	Roadway Terminus
Johansen High	Alice N. Stroud Elementary	208	Incomplete or Missing on One Side	Frazine Rd	Garst Rd	La Coste Ln
Modesto High	Aspire University Charter	14	Incomplete or Missing on Both Sides	Adkison Wy	Roadway Terminus	Rouse Ave
Modesto High	Aspire University Charter	128	Incomplete or Missing on Both Sides	Don St	Neece Dr	Sunset Ave

Capital Improvement Plan and City Policies

It is recommended that the City include recommended projects from the MSSP in the annual Capital Improvement Plan (CIP), and identify additional opportunities for coordination among projects in the CIP that advance both the MSSP and City departments' CIP goals.

DEVELOPMENT REVIEW

Sidewalk and curb ramp installation—a task frequently completed by developers—will continue to be an important tool in expanding the pedestrian network as Modesto grows. A comprehensive review and update of existing development standards and codes can better align the infrastructure required by developers with the recommended projects in the MSSP. Development review should specifically consider the recommendations of the MSSP to better align and identify opportunities to coordinate ongoing improvements.

STRIPING AND QUICK BUILD OPPORTUNITIES

As mentioned earlier in this chapter, project feasibility was determined based upon the following categories: striping, construction, and additional study required. Striping projects are typically more feasible to implement because they are lower cost and do not require construction.

While not included as a category in project feasibility, Quick Build projects should also be considered for implementation. Quick build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects (e.g., projects that involve concrete or curb work). Quick build projects not only are faster and less costly to implement, but they also create an opportunity to pilot a project design or treatment for community feedback and observation.

Where feasible, the City can identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick build and/or striping implementation.

INTERAGENCY COORDINATION

Interdepartmental City staff coordination is key to the success of the MSSP project implementation. Aligning with existing or future projects across City departments will create a shared understanding that MSSP project delivery is a priority. Aligning across City departments is also an opportunity to share the need for the proposed improvements and share information on how all the City's departments interconnect.

Additionally, some of the recommendations in the MSSP are on the right-of-way of agencies other than the City of Modesto, like Caltrans or Stanislaus County. These projects will need to be carefully coordinated with the appropriate staff and stakeholders for planning, design, funding, and implementation.

FLEXIBLE PROJECT DELIVERY

The City of Modesto will need to work across City departments to find flexibility within existing processes on how projects are implemented. The City will need to continue to develop flexible approaches for project delivery and how projects are prioritized in the MSSP. Recommended MSSP projects will require ongoing evaluation and pivoting within an annual work plan and project development phases.

Additionally, flexibility means treating the MSSP as a "living document." Conditions change, and the City will need to review projects periodically, considering new needs, the impacts of implemented projects, available funding, and coordinated project opportunities.

FUNDING OPPORTUNITIES

The following section highlights the various local, regional, state, and federal funding sources that can be pursued to implement projects listed in the MSSP. The funding opportunities include competitive grants, impact fee/assessment district strategies, and formula-based funding methods.

Local and Regional Funding

MEASURE L

Measure L is a 25-year half-cent sales tax in Stanislaus County. Measure L provides funding for local transportation projects including street maintenance, traffic safety improvements, and Safe Routes to Schools. Five percent of program funds are allocated for bicycle and pedestrian improvements (approximately $700,000 annually for the City of Modesto).

Funds are administered through the Stanislaus Council of Governments.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT BIKE PATHS PROGRAM

The San Joaquin Valley Air Pollution Control District has a Bicycle Paths program that can assist with funding some bicycle projects. The program will currently help fund Class I, Class II, and Class III bicycle facilities at up to $150,000 per project depending on bikeway class. Award amounts are capped at $150,000 per jurisdiction per year, and projects must work towards reducing vehicle miles traveled and greenhouse gas emissions.

Funds are programmed by the San Joaquin Valley Air Pollution Control District.

NEW DEVELOPMENT OR REDEVELOPMENT/REHABILITATION

Future new development and redevelopment projects including new road construction, resurfacing, and construction projects are one method of providing pedestrian improvements and bike facilities. To ensure that pedestrian and bicycle improvements are included in these projects, it is important that the review process includes an individual (e.g., a designated active transportation coordinator) or group (e.g., a Bicycle and Pedestrian Advisory Committee) to monitor the review process.

Funds are programmed by the City of Modesto.

ASSESSMENT DISTRICTS

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

Funds are programmed by the City of Modesto.

IMPACT FEES

Another potential local source of funding are developer impact fees, typically tied to trip generation and traffic impacts as a result of proposed development projects. If implemented, developers may be required to help mitigate the overall impact of vehicular trips by paying an impact fee. The City should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be eligible uses of these fees.

Funds are programmed by the City of Modesto.

State and Federal Grant Programs

SAFE STREETS AND ROADS FOR ALL

Funded by the federal Bipartisan Infrastructure Law, the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan or implement projects identified through an existing action plan. The City of Modesto was awarded an Action Plan Grant in 2023 for $1.2 million dollars. The City should evaluate implementation grant opportunities based on the results of the Action Plan and the MSSP.

Funds are administered by the U.S. Department of Transportation.

CLEAN CALIFORNIA

The Clean California local grant program awards local or regional public agencies, transit agencies, or tribal governments a maximum of $5 million to beautify and improve streets and roads. Eligible projects include infrastructure and non-infrastructure projects that improve public spaces, including streets and roads.

Funds are administered by the California Department of Transportation (Caltrans).

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

California's Active Transportation Program funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, Safe Routes to School projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate transportation projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide a local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are administered through Caltrans.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Caltrans offers Highway Safety Improvement Program grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. The program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are administered through Caltrans.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

Funded by Senate Bill 1, the Congested Corridors Program strives to reduce congestion on highly traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

OFFICE OF TRAFFIC SAFETY

Under the Fixing America's Surface Transportation Act, 5% of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Off ce of Traff c Safety.

RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program helps provide recreational trails for both motorized and non-motorized trail use. Eligible products include trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The Affordable Housing and Sustainable Communities Program funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency.

HABITAT CONSERVATION FUND

The Habitat Conservation Fund Program supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and trails.

Funds are programmed by the California Department of Parks and Recreation.

STATEWIDE PARK PROGRAM (SPP)

The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand/ renovate existing parks. All projects must include at least one "recreation feature" which includes non-motorized trails. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

Other State Funding Programs

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

This program provides local and regional agencies that have passed sales tax measures, developer fees or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by CTC.

SENATE BILL 1: ROAD MAINTENANCE AND REHABILITATION PROGRAM

Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

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Appendix A

MEMORANDUM

To: City of Modesto

From: Alta Planning + Design

Date: September 2, 2022

Re: Modesto School Safety Program Engagement Results

Introduction

The following memorandum summarizes the results of stakeholder and public engagement completed as part of the Modesto School Safety Program (MSSP). The MSSP includes 68 schools in and around the City of Modesto, with the final plan providing infrastructure recommendations to improve the safety and comfort of student travel to school. The MSSP builds on the findings of the Modesto Non-Motorized Transportation Plan (MNMTP) and emphasizes improvements near schools to support student travel.

Engagement occurred in two primary forms as part of the project:

- **Stakeholder Interviews:** The project team interviewed school district staff to not only inform the district of project activities but also gain an understanding of current challenges and efforts related to student transportation in each district. Districts were also asked to provide feedback on what a successful project will include or achieve. The project team reached out to each of the five districts located within the study area; three districts participated in an interview.

- **Public Input:** A brief survey and interactive web map gathered feedback from school communities. The survey specifically asked about current travel patterns and modes, as well as overarching feedback about walking and biking to school. The interactive map asked participants to identify specific locations in the city that work well or create barriers for safe and comfortable active trips to school.

The sections that follow summarize the results of each of the efforts, as well as key takeaways that can inform project selection and prioritization.

Public Engagement Results

Overview

The survey and online input map were available from April 5, 2022 through June 1, 2022. All promotional materials, including social media posts, were shared in both English and Spanish. A brief description and project flyer were shared with school districts to promote via their existing communication channels, and the City of Modesto shared information about the survey and map using the city website and city social media.

The online survey received **1,082 responses**, representing 56 schools in Modesto. Over 400 responses were received at each the elementary and high school levels, and there were over 100 responses from the middle school level. The vast majority of responses were from engaged parents, though there were a minority of responses from students, teachers/staff, and community members.

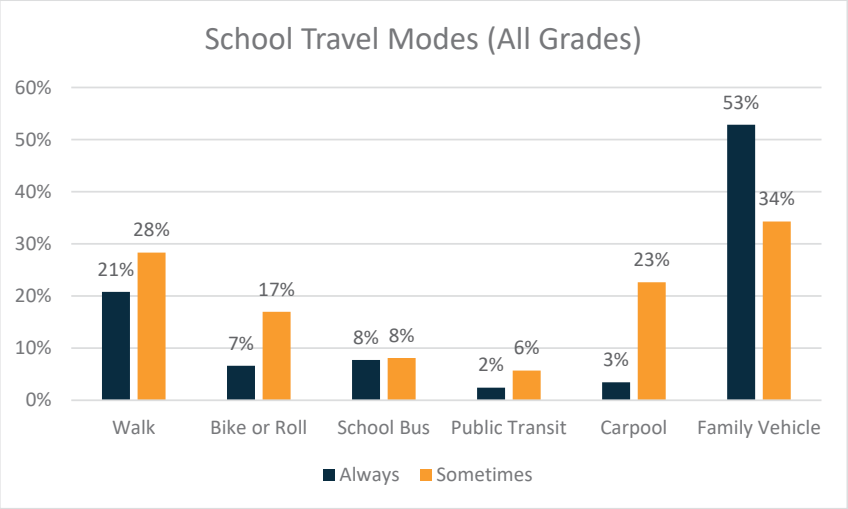
The public input map received **over 570 unique suggestions**, including locations that are barriers to travel, preferred routes of travel, and locations that are working well. In addition to the unique suggestions, participants could also provide support for suggestions (via a like/dislike button) along with providing additional detail (via a comment form). More than 420 interactions were captured in addition to the unique suggestions.

Based on both the survey and the map, the following themes emerged:

- Students in Modesto travel to school using a variety of transportation modes, although driving in a family vehicle is most common. There is some variation in the primary mode used based on school grade level.
- There is significant concern regarding motor vehicle travel speeds and safety at crosswalks, including visibility at crossing locations.
- Comments commonly noted that people driving often do not observe stop signs, crosswalks, and other traffic control/calming measures.
- Congestion near schools at pick up and drop off was commonly identified as a challenge to safe and comfortable travel. In particular, comments identified the impact to visibility for people walking or bicycling in the corridor as well as the potential for people driving to swerve around congested areas or cut through neighborhoods.
- The most commonly requested improvements included new crosswalks, improved traffic control at intersections and crosswalk locations, and measures to slow travel speeds.
- In addition to areas immediately near schools, several comments identified similar challenges in reaching bus stops for student traveling from further distances.
- Many comments also identified concerns regarding personal security and safety that extend beyond the transportation system.

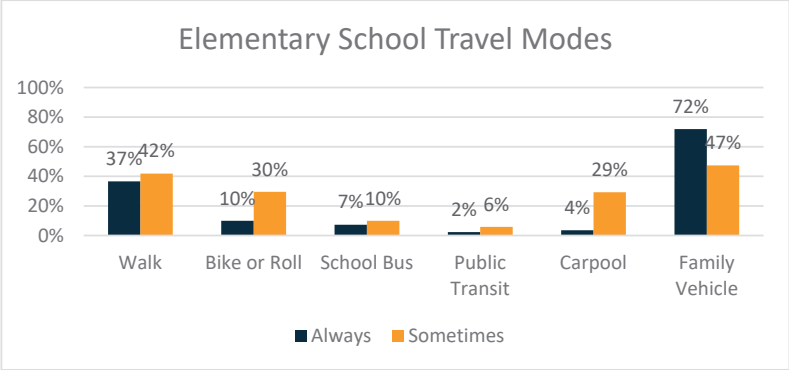
Survey Results

The following sections briefly describe the responses to school travel patterns shared in the project survey. When considered overall, participants indicated that they most frequently drive in a family vehicle. Aside from driving, students most frequently walked, biked, or used the school bus. Walking, biking, rolling, or carpooling were noted as a mode participants "sometimes" use at much higher rates as compared to those who said they use them "always."



Elementary Schools

Schools in Modesto serving the youngest population members showed the lowest rates of shared transportation modes, including school bus and carpool. When compared to all responses, families representing elementary school students were more likely to walk (37%, as compared to 21% overall) and significantly more likely to travel in a family vehicle (72%, as compared to 53% overall). Elementary students were also somewhat more likely to bike (10%, as compared to 7% overall).

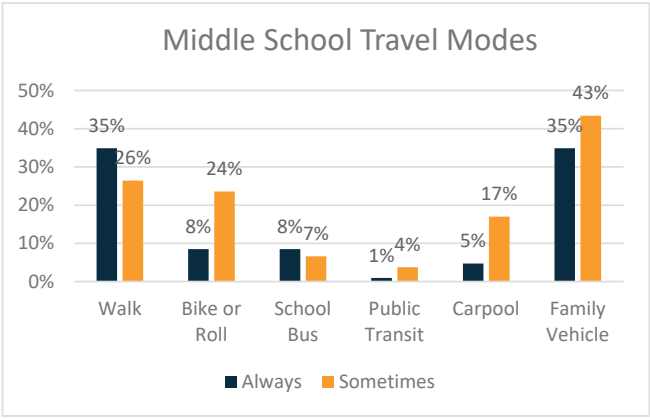


Parents, teachers, staff, students, and community members associated with elementary schools noted many points of feedback related to overall concerns or other comments. This feedback included the need to respect crossing guards as they support students crossing the road as well as concerns regarding overall personal security near schools. However, a few key transportation gaps were commonly identified for elementary schoolers navigating their way onto school grounds:

- High motor vehicle travel speeds near schools.
- Missing sidewalks limiting travel opportunities and consistency along a route to school.
- Driver behavior at stop signs (ignoring stop signs, speeding through turns, not waiting for pedestrians).
- A need for clear, efficient, and safe dropoff zones.
- Challenges regarding crosswalks, such as locations where new crosswalks are needed, improvements to increase safety/visiblity of existing crosswalks, and driver behavior at existing crosswalks.

Middle Schools

Participants associated with a middle school indicated significantly higher rates of walking to school when compared to response from all grade levels, with 35% of participants indicating they walk always. Similarly, fewer participants indicated travel by a family vehicle as the most common mode of travel, with only 35% participants identifying this mode of travel. The use of other modes of travel, including both bicycling and shared modes of travel, were comparable to results from all grade levels, with the exception of people who "sometimes" bike or roll to school. Twenty-four percent of participants indicated they sometimes bike or roll, compared to only 17% overall.



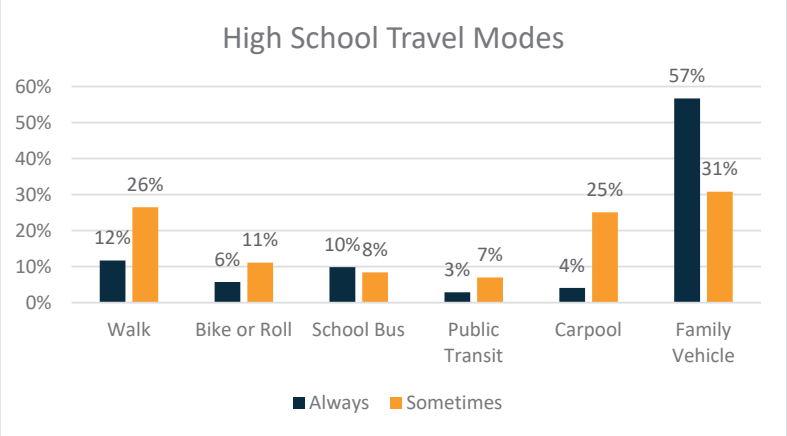
Parents, teachers, staff, students, and community members noted many points of feedback in open responses, particularly related to issues of personal security as it relates to other people along the corridor or dogs in yards. A few key transportation gaps stood out for middle schoolers navigating their way onto school grounds:

- A need for additional school bus stops to support students traveling further distances to schools
- Solutions related to increasing visibility along travel routes and limiting public harrassment.
- High motor vehicle travel speeds.
- Congestion near schools at pick up/drop off and the resulting driver behaviors, such as traveling around stopped vehicles or using local streets as cut-throughs .

The importance of safe travel options for students was summarized well by one heartfelt respondent that indicated that she no longer lets her son walk to school as he was hit while traveling to school one day. Because of this, the respondent has shifted her work schedule to accommodate taking her son to school.

High Schools

Participants associated with high schools indicated much lower rates of walking or biking to school, while use of school bus and public transit were somewhat higher when compared to travel mode responses from all grade levels. Most notably, high school students indicated relatively high rates of driving in a family vehicle when compared to middle school students; 57% of participants indicated that they always drive in a family vehicle to school, a rate comparable to the survey results overall. As with all grade levels, where students are traveling from is expected to have significant impacts on how students travel to school. As high schools are often located further away from where students live, walking rates are expected to be much lower when compared to elementary or middle schools. Opportunities to improve access to school buses and public transit should be considered for this age group.



Comments shared by participants focused on several key themes:

- The need for improved bicycle access to school and implementaton of more separated bikeway.
- Improved visibility at crosswalks.
- High travel speeds of motor vehicles and high traffic volumes.
- Safety challenges associated with navigating roundabouts; specifically, comments identified concerns regarding crosswalk placement and visiblity at these locations.

Interactive Map Results

The following two figures depict the results of the interactive map based on the frequency and density of comments received. Areas with the highest number of comments represent not only proximity of specific locations identified but also the number of like/dislikes provided on a comment. Maps are provided based on comment type—whether it is a specific location (spot) or a larger corridor (route). In addition to the display of comments shown here, the comments shared through the input map will be used to support recommendation development. Specifically, this will include confirmation of locations identified through the existing conditions and safety analysis, identification of new areas for further review, and improvements that may be best considered system-wide. In general, comments shared via the public map mirrored those provided in the open-ended survey responses summarized above; topics typically include locations where:

- High motor vehicle travel speeds impact the comfort and safety of key routes to school.
- Crossing locations where either a new crosswalk is needed or where improvements are needed to existing crosswalks.
- Locations with significant congestion at drop off or pick up that impacts comfort and safety of routes to school.
- Concerns regarding personal security and safety, especially related to harassment, along travel routes.
- Areas where traffic calming measures could improve comfort and safety or travel routes to school.
- Locations that may benefit from measures to increase visibility along a corridor, such as lighting, no parking areas, or vegetation trimming.

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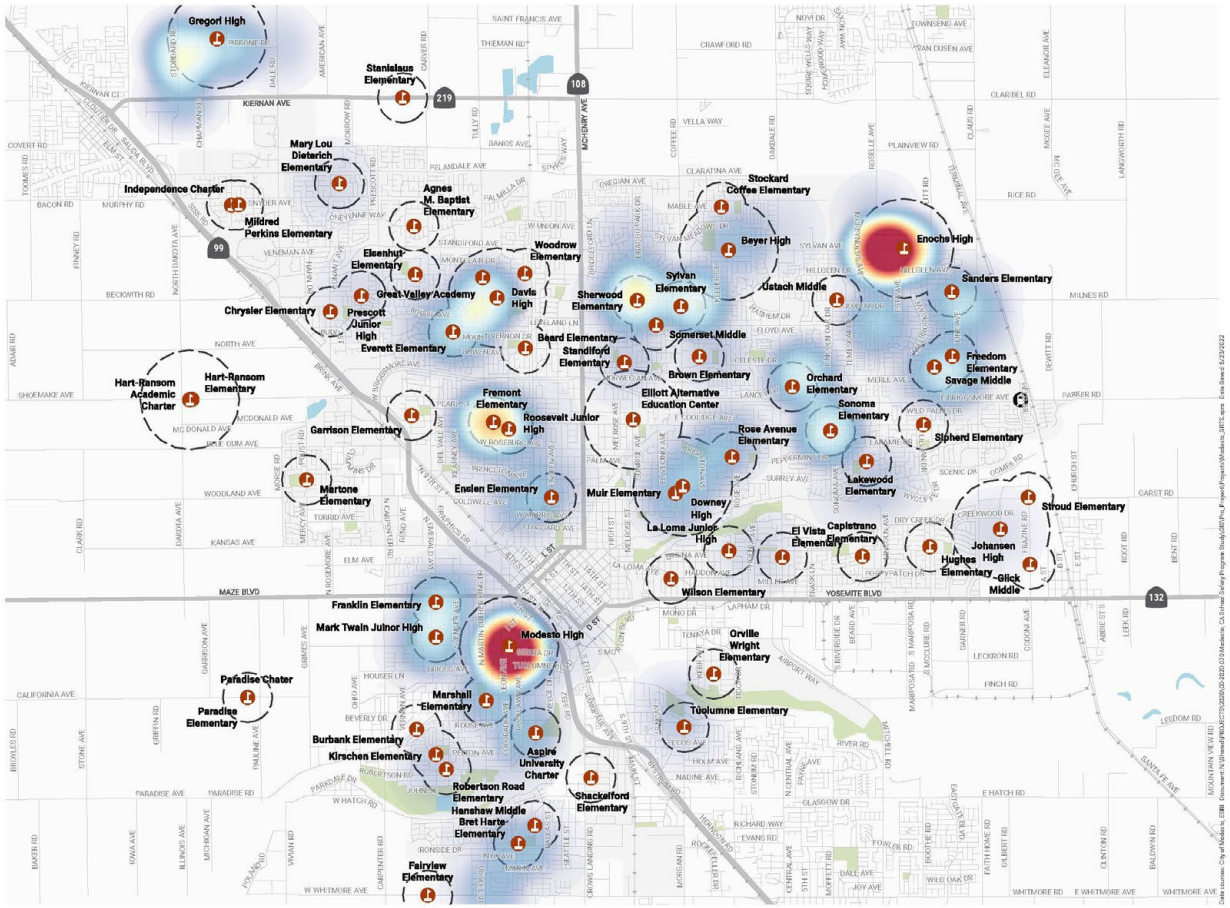
MODESTO, CA
SCHOOL SAFETY
STUDY
PUBLIC INPUT
WEBMAP RESULTS

CHALLENGES & COMMENTS

- Low Density of Comments
- High Density of Comments

OTHER FEATURES

- Participating School
- Amtrak
- Study Area Boundary
- Modesto City Boundary
- Park
- Water



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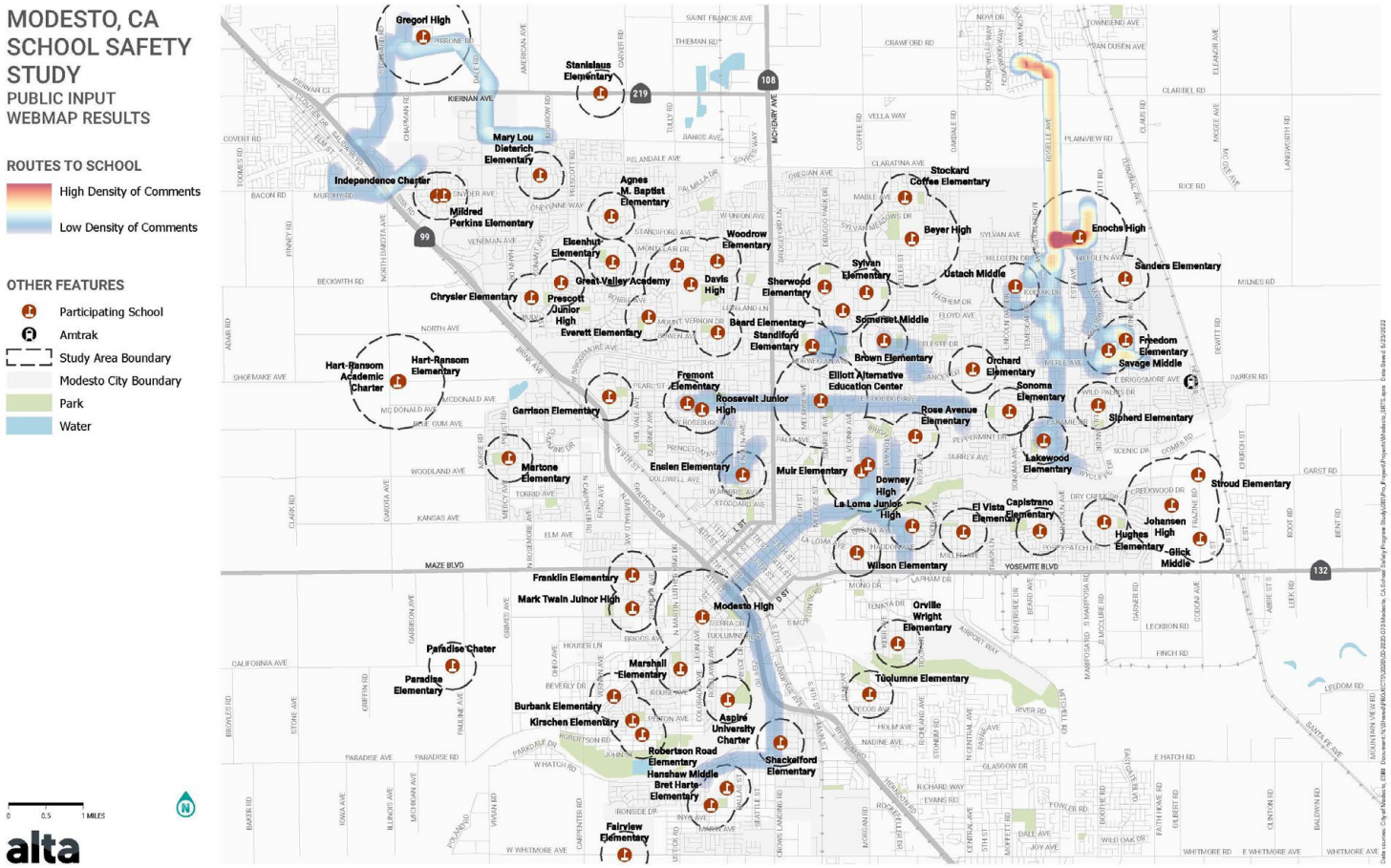
MODESTO, CA SCHOOL SAFETY STUDY

PUBLIC INPUT WEBMAP RESULTS



Stakeholder Interviews

Stakeholder interviews included one-hour discussions with school district staff to share information about project activities and gather feedback about specific challenges to student travel. Each meeting used the following agenda:

- **Project Overview** – Introduce the project focus and objectives.
- **Opportunities and Concerns** – Specific questions guide discussion about safety concerns, existing barriers, opportunities for improved school travel, and existing ongoing programs related to promoting safe travel to school.
- **Project Goals** – This section asked participants to describe their big ideas for improving school travel, what factors are most important to consider, and how the district would define success for the project.
- **Community Engagement** – This section shared the approach for community engagement and identified possible channels for sharing project information with school communities.

Empire Union School District, Sylvan Union School District, and Modesto City Schools each participated in a one-hour stakeholder interview. The sections below summarize the comments and themes from these discussions.

Issues and Opportunities

Existing Patterns

Across the three school districts, participants described similar existing travel patterns among their students. While some schools are denoted as walking schools, the remaining schools rely on school bus service or parent pick-up/drop-off for student travel to school. Conditions vary based on school and location, but a common concern was noted related to crossing guards. While some schools or districts currently have crossing guards, those without highlighted a clear shift in more parents driving to school once the crossing guard program was removed. A junior crossing guard program is in place at several schools in the Empire Union School District, which pair an adult with students. However, Sylvan Union School District noted concerns regarding liability for implementing junior crossing guard programs at their schools.

There are not typically Safe Routes to School programs in place at any of the three districts interviewed. Sylvan Union noted that site administrators for each school are responsible for program implementation; Modesto City Schools also identified grass-roots efforts for programs like walking school buses. However, while the district encourages these programs, there is a not a district-wide program currently in place.

Barriers/Challenges

Each of the three districts interviewed noted high travel speeds and high traffic volumes as an existing barrier for safe student travel. In particular, the combination of high volumes and speeds along with significant infrastructure gaps is a common challenge. Infrastructure gaps include missing sidewalks, lack of curb ramps, and limited crosswalks. Participants were interested in exploring ways to improve crossing safety with the addition of signals or other stop control, improved sight lines at intersections, and refreshed paint where crosswalks already exist.

Another commonly noted barrier referenced congestion near schools and on campus during pick up and drop off. Sylvan Union described the challenge this creates for student biking as there is no clear path of travel for students biking who must navigate congested drop off areas and parking lots. The congestion also has impacts for efficient and effective bus travel. Improved circulation plans on school campuses and in the areas immediately surrounding the school may lead to more efficient travel patterns at pick up and drop off.

All participants indicated that school location impacts what might be considered a barrier or challenge. For example, older neighborhoods within Modesto may have greater challenges regarding missing infrastructure. Generally, participants indicated the need to focus first on locations nearest school campuses.

Ongoing Projects

Few projects were identified that would have significant impacts on projects recommended through the MSSP. Modesto City Schools did note that, in coordination with the city, they are currently reconfiguring parking and pick up/drop off conditions at several schools.

Needed Improvements

Overall, the three districts identified the need for improved crossing conditions, improved circulation near schools, and improved accessibility near campuses. There was significant interest in how to best coordinate with the City of Modesto and integrate school needs with ongoing projects at the city level.

There was also significant interest in improved education and encouragement materials. Comments regarding this were primarily focused on improving parent understanding of travel options as well as safer travel behaviors during pick up and drop off. For example, this includes compliance with designated parking zones, circulation patterns, and overall awareness.

Goal and Priorities

Participants noted that defining success will likely depend on school-level assessments in many instances, as infrastructure needs and observed behaviors vary by school location. However, they also defined success as implementation of improvements, increased number of students walking and biking to school, and improved safety (including slower traffic, increased awareness around schools, and fewer crashes). Generally, can students get to school more safely, and are the routes to school better? Are there greater levels of coordination and collaboration among project partners?

When asked about priorities for projects, participants generally noted that equity was a key concern. While geographic equality may be a consideration, support for schools with greater need should take precedence.

Summary

The results of both public engagement as well as the stakeholder interviews reveal several common themes regarding current challenges and opportunities for student travel to school. In many cases, the themes identified through public engagement are consistent with the findings of the Existing Conditions and Safety Analysis.

Themes include: safety related to motor vehicle travel speeds and volumes; the need for new and improved crosswalks near schools, particularly across major roadways; pedestrian network improvements include filling sidewalk gaps and adding curb ramps; and circulation near schools to facilitate travel to school by active and shared modes.

The results of the public and stakeholder engagement activities summarized in this memo will be used to not only inform project identification but also will help shape the criteria used to evaluate and prioritize projects for implementation.

Appendix B

Table 12: Proposed & Prioritized Sidewalks

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Bonnevier St	Roadway Terminus	Roadway Terminus	County	43	0.05	$25,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Colin Ln	Boyce Ln	Mc Gerry St	Both	43	0.16	$80,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Colin Ln	Mc Gerry St	Keller St	County	42	0.08	$40,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on One Side	Colin Ln	Boyce Ln	Mc Gerry St	Both	40	0.19	$95,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Couchman Ln	Mc Gerry St	Keller St	County	39	0.01	$5,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Keller St	Coffee Villa Dr	Thorsen Ave	County	38	0.6	$300,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on One Side	Keller St	Thorsen Ave	Clovewood Ave	County	38	0.05	$25,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Mc Gerry St	Colin Ln	Couchman Ln	County	38	0.25	$125,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on Both Sides	Mc Gerry St	Castilla Wy	Colin Ln	Both	38	0.12	$60,000
Beyer High	Orchard Elementary	Incomplete or Missing on Both Sides	E Briggsmore Ave	Claus Rd	Rose Ave	City of Modesto	37	0.01	$5,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on One Side	Mc Gerry St	Couchman Ln	Fernandes St	Both	37	0.06	$30,000
Beyer High	Fred C. Beyer High	Incomplete or Missing on One Side	Mc Gerry St	Castilla Wy	Colin Ln	Both	37	0.09	$45,000
Beyer High	Orchard Elementary	Incomplete or Missing on Both Sides	Oakdale Rd	E Brigsmore Ave	E Brigsmore Ave	City of Modesto	37	0.3	$150,000
Beyer High	Sherwood Elementary	Incomplete or Missing on Both Sides	Buckingham Ct	Roadway Terminus	Little John Ln	City of Modesto	36	0.53	$265,000
Beyer High	Sherwood Elementary	Incomplete or Missing on One Side	Edward Ave	Kavanagh Ave	King Richard Ln	City of Modesto	35	0.06	$30,000
Beyer High	Sherwood Elementary	Incomplete or Missing on Both Sides	King Richard Ln	Tuxford Ln	Nottingham Ln	City of Modesto	35	0.07	$35,000
Beyer High	Sherwood Elementary	Incomplete or Missing on Both Sides	Little John Ln	Tuxford Ln	Yorkshire Ln	City of Modesto	35	0.22	$110,000
Beyer High	Sherwood Elementary	Incomplete or Missing on Both Sides	Robin Hood Dr	Tuxford Ln	Yorkshire Ln	City of Modesto	35	0.1	$50,000
Beyer High	Sherwood Elementary	Incomplete or Missing on Both Sides	Tuxford Ln	King Richard Ln	Robin Hood Dr	City of Modesto	35		
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Athens Ave	Terrance Wy	Potter Ave	City of Modesto	34	0.14	$70,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Carrigan Ave	Gordon Ave	Potter Ave	City of Modesto	34	0.08	$40,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Codding Dr	Ribier Ave	Tokay Ave	City of Modesto	34	0.03	$15,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	E Briggsmore Ave	Coffee Rd	Mc Henry Ave	City of Modesto	34	0.81	$405,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	La Cienega Dr	Norwegian Ave	Tokay Ave	City of Modesto	33	0.18	$90,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	O Farrell Ave	Tokay Ave	Athens Ave	City of Modesto	33	0.05	$25,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Opal Ave	E Briggsmore Ave	Westwood Ave	City of Modesto	33	0.21	$105,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Potter Ave	Norwegian Ave	Athens Ave	City of Modesto	32	0.13	$65,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Ribier Ave	Valle Vista Ave	La Cienga Dr	City of Modesto	32	3.99	$1,995,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Ribier Ave	Codding Dr	Toyon Ave	City of Modesto	32	0.52	$260,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Ruby Ln	E Briggsmore Ave	Westwood Ave	City of Modesto	32	0.21	$105,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Diamond Head Dr	Lahaina Ln	Waimea Ln	City of Modesto	31	0.93	$465,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Homewood Village Dr	Island Wy	Diamond Head Dr	City of Modesto	31	0.2	$100,000
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Terrance Wy	Tokay Ave	Athens Ave	City of Modesto	31		
Beyer High	Standiford Elementary	Incomplete or Missing on Both Sides	Tokay Ave	Gordon Ave	Potter Ave	City of Modesto	31		
Beyer High	Standiford Elementary	Incomplete or Missing on One Side	Tokay Ave	Valle Vista Ave	Toyon Ave	City of Modesto	31		
Beyer High	Standiford Elementary	Incomplete or Missing on One Side	Tokay Ave	Potter Ave	Sunrise Ave	City of Modesto	31		
Beyer High	Standiford Elementary	Incomplete or Missing on One Side	Valle Vista Ave	Norwegian Ave	Tokay Ave	City of Modesto	31		
Beyer High	Standiford Elementary	Incomplete or Missing on One Side	Westwood Ave	Opal Ave	Sunrise Ave	City of Modesto	31		
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Ashford Ct	Roadway Terminus	College Ave	City of Modesto	30	0.19	$95,000
Beyer High	Sylvan Elementary	Incomplete or Missing on Both Sides	Colin Ln	Triplett St	Growdon St	County	30	0.07	$35,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Beyer High	Sylvan Elementary	Incomplete or Missing on Both Sides	Growdon St	Colin Ln	Thorsen Ave	County	30	0.08	$40,000
Beyer High	Sylvan Elementary	Incomplete or Missing on One Side	Growdon St	Thorsen Ave	Princewood Ln	Both	30	0.23	$115,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Homewood Village Dr	Kauai Dr	Oahu Pl	City of Modesto	30	0.18	$90,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Hula Wy	Moana Wy	Maui Terrace	City of Modesto	30	0.42	$210,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Island Wy	Surfside Dr	Pali Pl	City of Modesto	30	0.24	$120,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Kauai Dr	Moana Wy	Waimea Ln	City of Modesto	30	0.19	$95,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Lahaina Ln	Kauai Dr	Diamond Head Dr	City of Modesto	30	0.17	$85,000
Beyer High	Sylvan Elementary	Incomplete or Missing on Both Sides	Laurie Ln	Triplett St	Growdon St	County	30	0.69	$345,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Lihue Wy	Waimea Ln	Palmwood Dr	City of Modesto	30	0.03	$15,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Maui Terrace	Kauai Dr	Diamond Head Dr	City of Modesto	30	0.48	$240,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Moana Wy	Kauai Dr	Hula Wy	City of Modesto	30	4.01	$2,005,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Oahu Pl	Surfside Dr	Pali Pl	City of Modesto	30	0.21	$105,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Pali Pl	Kauai Dr	Diamond Head Dr	City of Modesto	30	0.1	$50,000
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Surfside Dr	Kauai Dr	Island Wy	City of Modesto	30	0.17	$85,000
Beyer High	Sylvan Elementary	Incomplete or Missing on Both Sides	Triplett St	Coffee Villa Dr	Laurie Ln	County	30		
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Waimea Ln	Kauai Dr	Diamond Head Dr	City of Modesto	30		
Beyer High	Stockard Coffee Elementary	Incomplete or Missing on Both Sides	Waimea Wy	Lahaina Ln	Waimea Ln	City of Modesto	30		
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Dartmouth Ave	Elmhurst Dr	Wildwood Dr	City of Modesto	29	0.09	$45,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Dartmouth Ct	Dartmouth Ave	Roadway Terminus	City of Modesto	29	0.76	$380,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Elmhurst Dr	Dartmouth Ave	Whittier Ave	City of Modesto	29	0.06	$30,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on One Side	Enslen Ave	Ralston Ct	Bowen Ave	City of Modesto	29	0.23	$115,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Phelps Ave	Whittier Ave	Bown Ave	City of Modesto	29	0.24	$120,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Sansome Ct	Roadway Terminus	Wildwood Dr	City of Modesto	29	0.23	$115,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Somerset Dr	Dartmouth Ave	Whittier Ave	City of Modesto	29	0.13	$65,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Whittier Ave	Elmhurst Dr	Phelps Ave	City of Modesto	29		
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Access	Columbia Ln	Coldwell Ave	City of Modesto	28	0.29	$145,000
Davis High	Elihu Beard Elementary	Incomplete or Missing on Both Sides	Wildwood Dr	Dartmouth Ave	Sansome Ct	City of Modesto	28		
Davis High	Elihu Beard Elementary	Incomplete or Missing on One Side	Wildwood Dr	Sansome Ct	Phelps Ave	City of Modesto	28		
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Achor Ct	Lottie Ave	Magnolia Ave	City of Modesto	27	0.06	$30,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Achor Ct	Adam Ave	Lottie Ave	City of Modesto	27	0.05	$25,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Carolyn Ave	Griswold Ave	Brady Ave	City of Modesto	27	0.07	$35,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Coleman Ct	Coldwell Ave	Enslen Ave	City of Modesto	27	0.03	$15,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Columbia Ln	Access	Harvard Ave	City of Modesto	27	0.34	$170,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Columbia Wy	Harvard Ave	Princeton Ave	City of Modesto	27	0.12	$60,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Enslen Ave	Roadway Terminus	Coleman Ct	City of Modesto	27	0.12	$60,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Enslen Ave	Coleman Ct	Coldwell Ave	City of Modesto	27	1.01	$505,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Geer Ct	Grove Ave	Geer Ave	City of Modesto	27	0.32	$160,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Griswold Ave	Geer Ave	Sycamore Ave	City of Modesto	26	0.08	$40,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Griswold Ave	Brady Ave	Enslen Ave	City of Modesto	26	0.04	$20,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Hackberry Ave	Coldwell Ave	Griswold Ave	City of Modesto	26	0.22	$110,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Hackberry Ave	Griswold Ave	W Fairmont Ave	City of Modesto	26	0.02	$10,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Harvard Ave	Columbia Wy	Mills Ave	City of Modesto	26	0.14	$70,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Magnolia Ave	Griswold Ave	W Fairmont Ave	City of Modesto	26	0.19	$95,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Magnolia Ave	Achor Ct	Roadway Terminus	City of Modesto	26	0.33	$165,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Magnolia Ave	Roadway Terminus	Smith Ave	City of Modesto	26	0.19	$95,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Magnolia Ave	Smith Ave	Griswold Ave	City of Modesto	26	0.47	$235,000
Davis High	George Eisenhut Elementary	Incomplete or Missing on One Side	Mather Dr	Wilton Pl	Wollam Dr	City of Modesto	26	0.02	$10,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Myron Ave	Hackberry Ave	Virginia Ave	City of Modesto	26	0.23	$115,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Park Ave	Stoddard Ave	Roadway Terminus	City of Modesto	26	0.09	$45,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Smith Ave	Sycamore Ave	Brady Ave	City of Modesto	26	0.07	$35,000
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Sycamore Ave	Griswold Ave	W Fairmont Ave	City of Modesto	26	0.21	$105,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Sycamore Ave	Griswold Ave	W Fairmont Ave	City of Modesto	26	0.11	$55,000
Davis High	Enslen Elementary	Incomplete or Missing on One Side	Terminal Ave	N Orange Ave	Coldwell Ave	City of Modesto	26		
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	W Morris Ave	Terminal Ave	N Orange Ave	City of Modesto	26		
Davis High	Enslen Elementary	Incomplete or Missing on Both Sides	Yale Ave	Columbia Wy	Mills Ave	City of Modesto	26		
Davis High	John Fremont Elementary	Incomplete or Missing on Both Sides	Albany Ave	W Orangeburg Ave	Pearl St	City of Modesto	25	0.18	$90,000
Davis High	John Fremont Elementary	Incomplete or Missing on One Side	Albany Ave	Pearl St	W Granger Ave	City of Modesto	25	0.06	$30,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Apollo Dr	Aries Dr	Capricorn Ln	City of Modesto	25	0.54	$270,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Aquarius St	Libra Dr	Aquila Dr	City of Modesto	25	0.33	$165,000
Davis High	John Fremont Elementary	Incomplete or Missing on Both Sides	Ashwood Dr	Greenwood Dr	Crescent Dr	City of Modesto	25	0.21	$105,000
Davis High	Josephine Chrysler Elementary	Incomplete or Missing on One Side	Conant Ave	W Rumble Rd	Southridge Dr	City of Modesto	25	0.02	$10,000
Davis High	John Fremont Elementary	Incomplete or Missing on One Side	Concord Ave	W Orangeburg Ave	Pearl St	City of Modesto	25	0.07	$35,000
Davis High	John Fremont Elementary	Incomplete or Missing on Both Sides	Del Rey Ave	Tully Rd	W Roseburg Ave	City of Modesto	25	0.07	$35,000
Davis High	John Fremont Elementary	Incomplete or Missing on Both Sides	Pearl St	Albany Ave	Stetson Ave	City of Modesto	25	1.27	$635,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Davis High	John Fremont Elementary	Incomplete or Missing on One Side	Pearl St	Concord Ave	Albany Ave	City of Modesto	25	0.17	$85,000
Davis High	John Fremont Elementary	Incomplete or Missing on Both Sides	Stetson Ave	W Orangeburg Ave	Pearl St	City of Modesto	25	0.08	$40,000
Davis High	John Fremont Elementary	Incomplete or Missing on One Side	Stetson Ave	Pearl St	W Granger Ave	City of Modesto	25	0.41	$205,000
Davis High	Roosevelt Junior High	Incomplete or Missing on One Side	Amherst Ave	Cecil Wy	W Roseburg Ave	City of Modesto	24	0.12	$60,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Aquila Dr	Azimuth Dr	Capricorn Ln	City of Modesto	24	0.47	$235,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Aries Dr	Apollo Dr	Clubhouse Dr	City of Modesto	24	0.51	$255,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Azimuth Dr	Aquila Dr	Zenith Ln	City of Modesto	24	0.12	$60,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Capricorn Ln	Aquila Dr	Hercules Ln	City of Modesto	24	0.03	$15,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Clubhouse Dr	Libra Dr	Aries Dr	City of Modesto	24	0.29	$145,000
Davis High	Roosevelt Junior High	Incomplete or Missing on One Side	College Ave	Cornell Ave	W Orangeburg Ave	City of Modesto	24	0.31	$155,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Hercules Ln	Hercules Ln	Capricorn Ln	City of Modesto	24	0.06	$30,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Hercules Ln	Aquila Dr	Hercules Ln	City of Modesto	24	0.15	$75,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Libra Dr	Clubhouse Dr	Clubhouse Dr	City of Modesto	24	0.03	$15,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Orion Ln	Aquila Dr	W Rumble Rd	City of Modesto	24	0.29	$145,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Polar St	Libra Dr	Clubhouse Dr	City of Modesto	24	0.07	$35,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Scorpio Ln	Aquila Dr	Orion Ln	City of Modesto	24	0.09	$45,000
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Taurus St	Libra Dr	Aquila Dr	City of Modesto	24		
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Virgo Dr	Aquarius St	Taurus St	City of Modesto	24		
Davis High	Prescott Junior High	Incomplete or Missing on Both Sides	Zenith Ln	Aquila Dr	Azimuth Dr	City of Modesto	24		
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Annabelle Ave	Ramona Ave	Sunrise Ave	City of Modesto	23	0.36	$180,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Blair Ave	El Camino Ave	Roadway Terminus	City of Modesto	23	0.51	$255,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Burke Ave	Ramona Ave	Sunrise Ave	City of Modesto	23	0.18	$90,000
Davis High	William Garrison Elementary	Incomplete or Missing on One Side	Carver Rd	Glenwood Dr	Goldenwood Dr	City of Modesto	23	0.18	$90,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Castle St	Lucern Ave	Helen Ave	City of Modesto	23	0.48	$240,000
Davis High	Roosevelt Junior High	Incomplete or Missing on Both Sides	Como Park Wy	W Roseburg Ave	Cornell Ave	City of Modesto	23	0.05	$25,000
Davis High	Roosevelt Junior High	Incomplete or Missing on Both Sides	Cornell Ave	College Ave	Como Park Wy	City of Modesto	23	0.04	$20,000
Davis High	William Garrison Elementary	Incomplete or Missing on One Side	Glenwood Dr	Del Vale Ave	Carver Rd	City of Modesto	23	0.07	$35,000
Davis High	William Garrison Elementary	Incomplete or Missing on Both Sides	Grape Ave	Idalou Ave	W Orangeburg Ave	City of Modesto	23	0.1	$50,000
Davis High	William Garrison Elementary	Incomplete or Missing on Both Sides	Idalou Ave	Grape Ave	Martin Ave	City of Modesto	23	0.04	$20,000
Davis High	William Garrison Elementary	Incomplete or Missing on One Side	Martin Ave	Clayton Ave	W Orangeburg Ave	City of Modesto	23	0.23	$115,000
Davis High	Roosevelt Junior High	Incomplete or Missing on Both Sides	Oberlin Ci	Roadway Terminus	Como Park Wy	City of Modesto	23	0.41	$205,000
Davis High	William Garrison Elementary	Incomplete or Missing on One Side	Teresa St	Grape Ave	Martin Ave	City of Modesto	23		
Davis High	Roosevelt Junior High	Incomplete or Missing on One Side	Ulrich Ave	College Ave	Como Park Wy	City of Modesto	23		
Davis High	Roosevelt Junior High	Incomplete or Missing on One Side	W Orangeburg Ave	Bronson Ave	College Ave	City of Modesto	23		
Davis High	Roosevelt Junior High	Incomplete or Missing on Both Sides	Wellesley Ave	Cecil Wy	W Roseburg Ave	City of Modesto	23		
Davis High	Roosevelt Junior High	Incomplete or Missing on One Side	Wellesley Ave	W Roseburg Ave	Ulrich Ave	City of Modesto	23		
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Badgley Dr	Roadway Terminus	El Vecino Ave	City of Modesto	22	0.07	$35,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Badgley Dr	El Vecino Ave	Sarah Ave	City of Modesto	22	0.31	$155,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Badgley Dr	Sarah Ave	Sunrise Ave	City of Modesto	22	0.05	$25,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Bel Air Ct	Edison Ave	Roadway Terminus	City of Modesto	22	0.11	$55,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Betty Ln	Kurt Ave	El Vecino Ave	City of Modesto	22	0.57	$285,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Brannon Ave	E Orangeburg Ave	E Briggsmore Ave	City of Modesto	22	0.1	$50,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Cameo Wy	E Granger Ave	E Briggsmore Ave	City of Modesto	22	0.18	$90,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	El Cajon Ave	E Morris Ave	Roadway Terminus	City of Modesto	22	0.07	$35,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	El Camino Ave	Lucern Ave	Roadway Terminus	City of Modesto	22	0.07	$35,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	El Vecino Ave	El Vecino Ct	Edison Ave	City of Modesto	22	0.31	$155,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	El Vecino Ave	Lucern Ave	Blair Ave	City of Modesto	22	0.4	$200,000
Downey High North	John Muir Elementary	Incomplete or Missing on One Side	El Vecino Ave	Blair Ave	El Vecino Ct	City of Modesto	22	0.05	$25,000
Downey High North	John Muir Elementary	Incomplete or Missing on One Side	El Vecino Ave	E Morris Ave	Lucern Ave	City of Modesto	22	0.1	$50,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	El Vecino Ct	Roadway Terminus	El Vecino Ave	City of Modesto	22	0.34	$170,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Esgar Ave	Hunger Ave	Lucern Ave	City of Modesto	22	0.49	$245,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Grantland Ct	E Morris Ave	E Morris Ave	City of Modesto	22	0.03	$15,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Helen Ave	Ramona Ave	Auburn St	City of Modesto	22	0.28	$140,000
Downey High North	John Muir Elementary	Incomplete or Missing on One Side	Helen Ave	Auburn St	Sunrise Ave	City of Modesto	22	0.41	$205,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Milo St	Roadway Terminus	Lucern Ave	City of Modesto	22	0.06	$30,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Ramona Ave	E Morris Ave	Helen Ave	City of Modesto	22	0.19	$95,000
Downey High North	John Muir Elementary	Incomplete or Missing on Both Sides	Ramona Ave	Helen Ave	E Fairmont Ave	City of Modesto	22	0.32	$160,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Casa Blanca Ct	Roadway Teminus	E Coolidge Ave	City of Modesto	21	0.1	$50,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Collier Ave	E Roseburg Ave	E Orangeburg Ave	City of Modesto	21	0.05	$25,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Dawn Dr	Nelson Ave	Collier Ave	City of Modesto	21	0.09	$45,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Dawn Dr	Sarah Ave	Sunrise Ave	City of Modesto	21	0.22	$110,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Dixie Ln	E Granger Ave	E Briggsmore Ave	City of Modesto	21	2.03	$1,015,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Drake Ave	Ila Wy	Mc Henry Ave	City of Modesto	21	0.03	$15,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Dundee Ln	Edinburgh Dr	Roadway Terminus	City of Modesto	21	0.07	$35,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	E Briggsmore Ave	Coffee Rd	Sunrise Ave	City of Modesto	21	0.02	$10,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	E Briggsmore Ave	Dixie Ln	Mc Henry Ave	City of Modesto	21	0.5	$250,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Briggsmore Ave	Sunrise Ave	Dixie Ln	City of Modesto	21	0.04	$20,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Coolidge Ave	Sunrise Ave	Casa Blanca Ct	City of Modesto	21	0.12	$60,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Coolidge Ave	Melrose Ave	Ila Wy	City of Modesto	21	0.04	$20,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	E Granger Ave	Gardenia Rd	Honeysuckle Dr	City of Modesto	21	0.14	$70,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Granger Ave	Melrose Ave	Gardenia Rd	City of Modesto	21	0.18	$90,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Granger Ave	Honeysuckle Dr	Mc Henry Village Wy	City of Modesto	21	0.31	$155,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	E Roseburg Ave	Flori Ave	Mc Henry Ave	City of Modesto	21	0.16	$80,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	E Roseburg Ave	Sunrise Ave	Flori Ave	City of Modesto	21	0.07	$35,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	E Roseburg Ave	Roadway Terminus	Sunrise Ave	City of Modesto	21	0.17	$85,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Edison Ave	Bel Air Ct	Half Moon Dr	City of Modesto	21	0.02	$10,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	El Vecino Ave	Allen Dr	Badgley Dr	City of Modesto	21	0.06	$30,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	El Vecino Ave	Badgley Dr	E Orangeburg Ave	City of Modesto	21	0.07	$35,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	El Vecino Ave	Betty Ln	Allen Dr	City of Modesto	21	0.06	$30,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Fairmont Ct	E Fairmont Ave	Corson Ave	City of Modesto	21	0.25	$125,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Fiori Ave	E Roseburg Ave	Dawn Dr	City of Modesto	20	0.15	$75,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Fiori Ave	Dawn Dr	E Orangeburg Ave	City of Modesto	20	0.14	$70,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Ford Ave	Roadway Terminus	Ford Ct	City of Modesto	20	0.27	$135,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Ford Ave	Ford Ct	E Briggsmore Ave	City of Modesto	20	0.09	$45,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Gardenia Rd	E Granger Ave	E Briggsmore Ave	City of Modesto	20	0.37	$185,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Gloria Wy	Coffee Road	Kurt Ave	City of Modesto	20	0.29	$145,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Half Moon Dr	Bel Air Ct	Edison Ave	City of Modesto	20	1.13	$565,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Honeysuckle Dr	E Granger Ave	E Briggsmore Ave	City of Modesto	20	0.27	$135,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Ila Wy	Drake Ave	E Coolidge Ave	City of Modesto	20	0.17	$85,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Kimble St	E Fairmont Ave	Corson Ave	City of Modesto	20	0.27	$135,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Kurt Ave	Betty Ln	Allen Dr	City of Modesto	20	0.05	$25,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Long Ct	Roadway Terminus	E Orangeburg Ave	City of Modesto	20	0.16	$80,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Melrose Ave	Corson Ave	Palm Ave	City of Modesto	20	0.63	$315,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Melrose Ave	E Rosebrug Ave	E Orangeburg Ave	City of Modesto	20	0.18	$90,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Muir Rd	Ashby Ave	Oxford Wy	City of Modesto	20	0.18	$90,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Nelson Ave	E Orangeburg Ave	Roadway Terminus	City of Modesto	20	0.11	$55,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Nelson Ave	Palm Ave	E Rosebrug Ave	City of Modesto	20	0.29	$145,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Oxford Wy	Sunrise Ave	Muir Rd	City of Modesto	20	0.31	$155,000
Downey High North	Thomas Downey High	Incomplete or Missing on Both Sides	Brighton Ave	Scenic Dr	Megan Wy	City of Modesto	19	0.14	$70,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	Brighton Ave	Megan Wy	Irons Ct	City of Modesto	19	0.25	$125,000
Downey High North	Thomas Downey High	Incomplete or Missing on Both Sides	Chadwick Ct	Coffee Rd	Chadwick Ct	City of Modesto	19	0.11	$55,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	Chadwick Ct	Chadwick Ct	E Fairmont Ave	City of Modesto	19	1.68	$840,000
Downey High North	Thomas Downey High	Incomplete or Missing on Both Sides	Crismon Ct	El Terino Ave	Roadway Terminus	City of Modesto	19	1	$500,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	Edison Ave	El Terino Ave	Ramona Ave	City of Modesto	19	0.02	$10,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	El Terino Ave	E Fairmont Ave	Chehalem Dr	City of Modesto	19	0.13	$65,000
Downey High North	Rose Avenue Elementary	Incomplete or Missing on One Side	Granada Wy	Kruger Dr	Falcon Wy	City of Modesto	19	0.01	$5,000
Downey High North	Thomas Downey High	Incomplete or Missing on Both Sides	Irons Ct	Brighton Ave	Roadway Terminus	City of Modesto	19	0.2	$100,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	Locke Rd	Roselene Ave	Brighton Ave	City of Modesto	19	0.51	$255,000
Downey High North	Thomas Downey High	Incomplete or Missing on One Side	Locke Rd	Sunnyside Ave	Coffee Rd	City of Modesto	19	0.15	$75,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Oxford Wy	Muir Dr	Ashby Ave	City of Modesto	19	0.22	$110,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Palm Ave	Palmetto Dr	Ila Wy	City of Modesto	19	0.13	$65,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Palmetto Dr	Palm Ave	Palm Ave	City of Modesto	19	0.2	$100,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Rocky Ln	Collier Ave	Roadway Terminus	City of Modesto	19	0.16	$80,000
Downey High North	Rose Avenue Elementary	Incomplete or Missing on Both Sides	Rose Ave	Primrose Ln	Crestview Dr	City of Modesto	19	0.32	$160,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on Both Sides	Sarah Ave	Badgley Dr	Dawn Dr	City of Modesto	19	0.07	$35,000
Downey High North	Robert Elliott Alternative Education Center	Incomplete or Missing on One Side	Trombetta Ave	E Roseburg Ave	E Orangeburg Ave	City of Modesto	19		
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Alpine Ave	Roadway Terminus	Las Vegas St	Both	18	0.32	$160,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on One Side	Amador Ave	Portland Ave	Roadway Terminus	County	18	0.06	$30,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Butte Ave	Seattle St	Las Vegas St	County	18	1	$500,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on One Side	Dallas Ct	Dallas St	Roadway Terminus	Both	18	0.48	$240,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Dallas St	Imperial Ave	Dallas Ct	County	18	0.06	$30,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on One Side	Dallas St	Dallas Ct	W Hatch Rd	City of Modesto	18	0.16	$80,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Denver St	Glenn Ave	Butte Ave	County	18	9.48	$4,740,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	El Dorado Ave	Roadway Terminus	W Hatch Rd	Both	18	0.03	$15,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Frazier St	Roadway Terminus	Imperial Ave	Both	18	0.08	$40,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Glenn Ave	Olympia	Dallas St	County	18	0.21	$105,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Gutherie St	Lassen Ave	Imperial Ave	Both	18	0.13	$65,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Downey High South	Bret Harte Elementary	Incomplete or Missing on One Side	Gutherie St	Imperial Ave	Glenn Ave	County	18	0.21	$105,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Imperial Ave	Dallas St	Ustick Rd	County	18	0.2	$100,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Inyo Ave	Tulsa St	Ustick Rd	County	18	0.14	$70,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Las Vegas St	Butte Ave	Alpine Ave	Both	18	0.06	$30,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on One Side	Las Vegas St	Glenn Ave	Butte Ave	Both	18	0.3	$150,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Lassen Ave	Tulsa St	Rutherford St	Both	18	0.04	$20,000
Downey High South	Bret Harte Elementary	Incomplete or Missing on Both Sides	Rutherford St	Lassen Ave	Imperial Ave	Both	18	0.65	$325,000
Downey High North	Thomas Downey High	Incomplete or Missing on Both Sides	Sunnyside Ave	Scenic Dr	Locke Rd	City of Modesto	18	0.07	$35,000
Downey High South	Shackelford Elementary	Incomplete or Missing on One Side	Bowie Ave	School Ave	Crockett Ave	City of Modesto	17	0.01	$5,000
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	Crater Ave	Crows Landing Rd	Cascade Ave	County	17	0.02	$10,000
Downey High South	Shackelford Elementary	Incomplete or Missing on One Side	Crows Landing Rd	Pueblo Ave	Zeff Rd	City of Modesto	17	0.09	$45,000
Downey High South	Shackelford Elementary	Incomplete or Missing on One Side	Crows Landing Rd	Kendee Rd	El Paso Ave	City of Modesto	17	1.02	$510,000
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	Crystal Ave	Glacier Ave	Crater Ave	County	17	0.03	$15,000
Downey High South	Shackelford Elementary	Incomplete or Missing on One Side	Crystal Ave	W Hatch Rd	Glacier Ave	County	17	0.31	$155,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Olympia St	Glenn Ave	Butte Ave	County	17	0.35	$175,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	Portland Ave	Butte Ave	Amador Ave	County	17	0.11	$55,000
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on Both Sides	W Hatch Rd	El Dorado Ave	Boise Ave	City of Modesto	17		
Downey High South	Evelyn Hanshaw Middle	Incomplete or Missing on One Side	W Hatch Rd	Dallas St	El Dorado Ave	City of Modesto	17		
Downey High South	Fairview Elementary	Incomplete or Missing on Both Sides	W Whitmore Ave	Yuma Ave	S Carpenter Rd	Both	17		
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	E Hatch Rd	Boulder Ave	Crows Landing Rd	Both	16	0.16	$80,000
Enochs High	Freedom Elementary	Incomplete or Missing on Both Sides	Ely Ct	Guildford Ln	Roadway Terminus	City of Modesto	16	1.86	$930,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Enochs High	James C. Enochs High	Incomplete or Missing on One Side	Esta Ave	Kodiak Dr	Inverness St	City of Modesto	16	0.47	$235,000
Enochs High	Freedom Elementary	Incomplete or Missing on One Side	Fine Ave	Merle Ave	Sharon Ave	City of Modesto	16	0.13	$65,000
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	Glacier Ave	Crystal Ave	Cascade Ave	County	16	0.19	$95,000
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	Kendee Rd	Crows Landing Rd	Roadway Terminus	County	16	0.02	$10,000
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	Kendee Rd	Crows Landing Rd	Roadway Terminus	County	16	1.45	$725,000
Enochs High	Elizabeth Ustach Middle	Incomplete or Missing on Both Sides	Lincoln Oak Dr	Floyd Ave	Floyd Ave	City of Modesto	16	0.13	$65,000
Enochs High	James C. Enochs High	Incomplete or Missing on Both Sides	Litt Rd	Sylvan Ave	Plainview Rd	Both	16	0.16	$80,000
Enochs High	Freedom Elementary	Incomplete or Missing on One Side	Merle Ave	Thomas Ct	Fine Ave	City of Modesto	16	2.19	$1,095,000
Enochs High	James C. Enochs High	Incomplete or Missing on One Side	Millbrook Ave	Kodiak Dr	Kee Ln	City of Modesto	16	0.2	$100,000
Enochs High	Daniel J. Savage Middle	Incomplete or Missing on Both Sides	Newhampton Ct	New London Ln	Roadway Terminus	City of Modesto	16	0.45	$225,000
Enochs High	Freedom Elementary	Incomplete or Missing on Both Sides	Rettering Ct	Guildford Ln	Roadway Terminus	City of Modesto	16	0.2	$100,000
Enochs High	James C. Enochs High	Incomplete or Missing on Both Sides	Roselle Ave	Sylvan Ave	Plainview Rd	Both	16	0.46	$230,000
Enochs High	James C. Enochs High	Incomplete or Missing on One Side	Roselle Ave	Sylvan Ave	Plainview Rd	City of Modesto	16	0.35	$175,000
Enochs High	Freedom Elementary	Incomplete or Missing on Both Sides	Sharon Ave	Claus Rd	Fine Ave	City of Modesto	16	0.11	$55,000
Enochs High	James C. Enochs High	Incomplete or Missing on One Side	Sylvan Ave	Roselle Ave	Mc Reynolds Ave	City of Modesto	16	0.17	$85,000
Enochs High	Freedom Elementary	Incomplete or Missing on One Side	Turnbridge Wy	Guildford Ln	Merle Ave	City of Modesto	16		
Downey High South	Shackelford Elementary	Incomplete or Missing on Both Sides	W Hatch Rd	Crystal Ave	Cascade Ave	County	16		
Downey High South	Shackelford Elementary	Incomplete or Missing on One Side	W Hatch Rd	Crows Landing Rd	Crystal Ave	Both	16		
Gregori High	Joseph A. Gregori High	Incomplete or Missing on Both Sides	Access Rd	Dale Rd	Stoddard Rd	County	15	2	$1,000,000
Gregori High	Mary Lou Dieterich Elementary	Incomplete or Missing on Both Sides	American Ave	Pelandale Ave	Bangs Ave	City of Modesto	15	0.5	$250,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on One Side	Bayview Dr	Edgeview Dr	Sundance Lake Dr	City of Modesto	15	0.1	$50,000
Gregori High	Joseph A. Gregori High	Incomplete or Missing on Both Sides	Chapman Rd	Kiernan Ave	Roadway Terminus	County	15	0.21	$105,000
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on Both Sides	Edgeview Ct	Edgeview Dr	Roadway Terminus	City of Modesto	15	0.07	$35,000
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on One Side	Edgeview Dr	Lakeside Dr	Bayview Dr	City of Modesto	15	0.08	$40,000
Gregori High	Stanislaus Elementary	Incomplete or Missing on Both Sides	Kiernan Ave	Carver Rd	Morrow Rd	County	15	0.11	$55,000
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on One Side	Lakeside Dr	Edgeview Dr	Sundance Lake Dr	City of Modesto	15	0.09	$45,000
Gregori High	Mary Lou Dieterich Elementary	Incomplete or Missing on Both Sides	Pelandale Ave	Prescott Rd	Dale Rd	City of Modesto	15	0.08	$40,000
Gregori High	Great Valley Academy - Salida	Incomplete or Missing on Both Sides	Sisk Rd	Sun West Dr	Roadway Terminus	County	15	0.08	$40,000
Gregori High	Joseph A. Gregori High	Incomplete or Missing on Both Sides	Stoddard Rd	Kiernan Ave	Roadway Terminus	County	15	0.06	$30,000
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on Both Sides	Sundance Lake Ct	Roadway Terminus	Sundance Lake Dr	City of Modesto	15	0.18	$90,000
Enochs High	Mary Ann Sanders Elementary	Incomplete or Missing on One Side	Sundance Lake Dr	Lakeside Ct	Bayview Dr	City of Modesto	15	0.25	$125,000
Enochs High	James C. Enochs High	Incomplete or Missing on One Side	Sylvan Ave	Summer Dr	Milbrook Ave	Both	15	0.21	$105,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Ada St	Meta Ct	El Vista Ave	City of Modesto	14	0.33	$165,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Bellamy St	Parry Ave	Fortuna Ave	City of Modesto	14	0.18	$90,000
Johansen High	Capistrano Elementary	Incomplete or Missing on One Side	Capistrano Dr	El Pasado Dr	Pamplona Wy	City of Modesto	14	0.3	$150,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Cloverdale Ave	Miller Ave	Haddon Ave	City of Modesto	14	0.24	$120,000
Johansen High	Bernard L. Hughes Elementary	Incomplete or Missing on One Side	Dry Creek Dr	N Mc Clure Rd	Fort Henry Dr	City of Modesto	14	0.09	$45,000
Johansen High	Capistrano Elementary	Incomplete or Missing on One Side	El Pasado Dr	Capistrano Dr	El Charro Dr	City of Modesto	14	0.06	$30,000
Johansen High	Alice N. Stroud Elementary	Incomplete or Missing on Both Sides	Frazine Rd	La Coste Ln	Roadway Terminus	County	14	0.33	$165,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Johansen High	Alice N. Stroud Elementary	Incomplete or Missing on One Side	Frazine Rd	Garst Rd	La Coste Ln	County	14	0.15	$75,000
Johansen High	Alice N. Stroud Elementary	Incomplete or Missing on One Side	La Coste Ln	Frazine Rd	Norseman Dr	County	14	0.01	$5,000
Johansen High	Bernard L. Hughes Elementary	Incomplete or Missing on One Side	N Mc Clure Rd	Dry Creek Dr	Roadway Terminus	City of Modesto	14	3.91	$1,955,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Colfax Ave	Meta Ct	Lambert St	City of Modesto	13	0.08	$40,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Colfax Ave	Encina Ave	Meta Ct	City of Modesto	13	0.49	$245,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	El Vista Ave	Ellis St	Lambert St	City of Modesto	13	0.02	$10,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	El Vista Ave	Encina Ave	Moran Ave	City of Modesto	13	0.15	$75,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Ellis St	Oakshire Ave	Phoenix Ave	City of Modesto	13	0.04	$20,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Ellis St	El Vista Ave	Oakshire Ave	City of Modesto	13	0.03	$15,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Encina Ave	El Vista Ave	Parry Ave	City of Modesto	13	0.21	$105,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Encina Ave	Trask Ln	Colfax Ave	City of Modesto	13	0.37	$185,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Fortuna Ave	Bellamy St	Roble Ave	City of Modesto	13	0.13	$65,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Fortuna Ave	Roble Ave	Encina Ave	City of Modesto	13	0.03	$15,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Haddon Ave	El Vista Ave	Fortuna Ave	City of Modesto	13	0.06	$30,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Meta Ct	Ada St	Ada St	City of Modesto	13	0.03	$15,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Oakshire Ave	Miller Ave	Encina Ave	City of Modesto	13	0.35	$175,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Parry Ave	Dora St	Viola St	City of Modesto	13	0.16	$80,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Parry Ave	Viola St	Encina Ave	City of Modesto	13	0.1	$50,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Roble Ave	Oakshire Ave	Fortuna Ave	City of Modesto	13	0.25	$125,000
Johansen High	El Vista Elementary	Incomplete or Missing on One Side	Roble Ave	El Vista Ave	Oakshire Ave	City of Modesto	13	0.42	$210,000
Johansen High	El Vista Elementary	Incomplete or Missing on Both Sides	Viola St	Parry Ave	Fortuna Ave	City of Modesto	13		
Johansen High	Norman N. Glick Middle	Incomplete or Missing on Both Sides	3rd St	B St	A St	County	12	0.14	$70,000
Johansen High	Norman N. Glick Middle	Incomplete or Missing on Both Sides	A St	1st St	3rd St	County	12	0.36	$180,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Johansen High	Norman N. Glick Middle	Incomplete or Missing on One Side	A St	3rd St	Frazine Rd	County	12	0.32	$160,000
Johansen High	La Loma Junior High	Incomplete or Missing on Both Sides	Camellia Wy	Haddon Ave	Roble Ave	City of Modesto	12	0.15	$75,000
Johansen High	La Loma Junior High	Incomplete or Missing on One Side	Camellia Wy	Roble Ave	Encina Ave	City of Modesto	12	0.1	$50,000
Johansen High	La Loma Junior High	Incomplete or Missing on One Side	Encina Ave	Seagull Wy	Covena Ave	City of Modesto	12	0.13	$65,000
Johansen High	Norman N. Glick Middle	Incomplete or Missing on Both Sides	Frazine Rd	Yosemite Blv	Garst Rd	County	12	0.07	$35,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Fredericksburg Wy	Dixon Wy	Petersburg Wy	City of Modesto	12	0.34	$170,000
Johansen High	La Loma Junior High	Incomplete or Missing on One Side	Fusco Ave	Paul Ave	Julian Ave	City of Modesto	12	0.07	$35,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Gettysburg Wy	Scenic Dr	Mason Wy	City of Modesto	12	0.32	$160,000
Johansen High	Orville Wright Elementary	Incomplete or Missing on Both Sides	Hillside Dr	Benson Ave	S Santa Cruz Ave	City of Modesto	12	0.4	$200,000
Johansen High	Lakewood Elementary	Incomplete or Missing on One Side	Lakewood Ave	Parkview Dr	Laramie Dr	City of Modesto	12	0.02	$10,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Mason Wy	Dixon Wy	Gettysburg Wy	City of Modesto	12	0.14	$70,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Petersburg Wy	Williamsburg Wy	Fredericksburg Wy	City of Modesto	12	0.22	$110,000
Johansen High	La Loma Junior High	Incomplete or Missing on Both Sides	Roble Ave	Camellia Wy	Covena Ave	City of Modesto	12	2.21	$1,105,000
Johansen High	La Loma Junior High	Incomplete or Missing on One Side	Roble Ave	Rosina Ave	Camellia Wy	City of Modesto	12	0.09	$45,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Rutledge Pl	Roadway Terminus	Shenandoah Wy	City of Modesto	12	0.2	$100,000
Johansen High	La Loma Junior High	Incomplete or Missing on Both Sides	San Juan Dr	Miller Ave	Encina Ave	City of Modesto	12	0.1	$50,000
Johansen High	Lakewood Elementary	Incomplete or Missing on One Side	Scenic Dr	Fontana Ct	Scenic Bend	City of Modesto	12	0.28	$140,000
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Shenandoah Wy	Station Wy	Rutledge Pl	City of Modesto	12	0.61	$305,000
Johansen High	Orville Wright Elementary	Incomplete or Missing on Both Sides	Tioga Dr	Monterey Ave	S Conejo Ave	City of Modesto	12		
Johansen High	La Loma Junior High	Incomplete or Missing on One Side	Uccello Ave	Fusco Ave	N Conejo Ave	City of Modesto	12		
Johansen High	Lakewood Elementary	Incomplete or Missing on Both Sides	Williamsburg Wy	Stanton Wy	Petersburg Wy	City of Modesto	12		

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Bonita Ave	N Santa Rosa Ave	Buena Vista	City of Modesto	11	0.4	$200,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Bonita Ci	Buena Vista	Buena Vista	City of Modesto	11	0.19	$95,000
Johansen High	Peter Johansen High	Incomplete or Missing on Both Sides	Claus Rd	Yosemite Blv	Creekwood Dr	City of Modesto	11	0.54	$270,000
Johansen High	Peter Johansen High	Incomplete or Missing on One Side	Claus Rd	Garst Rd	Gomes Rd	City of Modesto	11	0.11	$55,000
Johansen High	Peter Johansen High	Incomplete or Missing on Both Sides	Garst Rd	Frazine Rd	Claus Rd	Both	11	0.18	$90,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	Herndon Rd	Lucchesi Ln	River Rd	Both	11	0.08	$40,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	Herndon Rd	Valente Wy	Latimer Ave	County	11	0.41	$205,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	Herndon Rd	Vito Ave	Pecos Ave	County	11	1.02	$510,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	Latimer Ave	Avon St	Fallen Leaf Ln	County	11	0.42	$210,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on Both Sides	Leo Ave	Vito Ave	Pecos Ave	County	11	0.2	$100,000
Johansen High	Peter Johansen High	Incomplete or Missing on One Side	Norseman Dr	La Coste Ln	Creekwood Dr	Both	11	0.32	$160,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	Pecos Ave	Herndon Rd	Acacia St	County	11	0.46	$230,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on Both Sides	River Rd	Herndon Rd	Avon St	Both	11	0.1	$50,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on One Side	River Rd	Musick Ave	Herndon Rd	Both	11	0.1	$50,000
Johansen High	Tuolumne Elementary	Incomplete or Missing on Both Sides	Sonora Ave	Avon St	Perfidia St	County	11	0.19	$95,000
Johansen High	Orville Wright Elementary	Incomplete or Missing on One Side	Tioga Dr	Hillside Dr	Monterey Ave	City of Modesto	11		
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Adkison Wy	Roadway Terminus	Rouse Ave	County	10	0.12	$60,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Buena Vista	Las Flores Ave	Bonita Ci	City of Modesto	10	1.01	$505,000
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	Cuesta Ave	Las Flores Ave	Roadway Terminus	City of Modesto	10	0.09	$45,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Don St	Neece Dr	Sunset Ave	City of Modesto	10	0.95	$475,000
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Jean St	Neece Dr	Sunset Ave	City of Modesto	10	0.59	$295,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	La Sombra Ave	N Santa Rosa Ave	Bonita Ave	City of Modesto	10	0.13	$65,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Las Flores Ave	La Sombra Ave	La Loma Ave	City of Modesto	10	0.42	$210,000
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	Las Flores Ave	Yosemite Blv	La Sombra Ave	City of Modesto	10	0.01	$5,000
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	Las Palmas Ave	Village Rd	Pequeno Ave	City of Modesto	10	0.01	$5,000
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Lema Ave	Middlecoff Ave	Colorado Ave	Both	10	1.9	$950,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	N Santa Ana Ave	Roble Ave	Encina Ave	City of Modesto	10	0.21	$105,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	N Santa Rosa Ave	La Sombra Ave	Encina Ave	City of Modesto	10	0.09	$45,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Neece Dr	Jean St	Sunset Ave	City of Modesto	10	0.03	$15,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Neece Dr	Rouse Ave	Tuolumne Blv	City of Modesto	10	0	$0
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Neece Dr	Jean St	Rouse Ave	City of Modesto	10	0.12	$60,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Roble Ave	Wilson Ave	N Santa Rosa Ave	City of Modesto	10	0.22	$110,000
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	Roble Ave	N Santa Cruz Ave	Wilson Ave	City of Modesto	10	0.27	$135,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Roselawn Ave	Rouse Ave	Roselawn Ct	City of Modesto	10	0.07	$35,000
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Roselawn Ave	Cheatham Ct	Rouse Ave	City of Modesto	10	0.15	$75,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Rouse Ave	Sunset Ave	Colorado Ave	Both	10	0.11	$55,000
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	S Santa Rosa Ave	Hyde St	Yosemite Blv	City of Modesto	10	0.24	$120,000
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Santa Barbara Ave	Roble Ave	Encina Ave	City of Modesto	10	0.04	$20,000
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Signature Ct	Sunset Ave	Roadway Terminus	City of Modesto	10	0.05	$25,000
Modesto High	Aspire University Charter	Incomplete or Missing on Both Sides	Sunset Ave	Roadway Terminus	Jean St	City of Modesto	10	0	$0
Modesto High	Aspire University Charter	Incomplete or Missing on One Side	Sunset Ave	Jean St	South Ave	Both	10	0.28	$140,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Johansen High	Wilson Elementary	Incomplete or Missing on Both Sides	Village Rd	Las Plumas Ave	Las Plumas Ave	City of Modesto	10		
Johansen High	Wilson Elementary	Incomplete or Missing on One Side	Wilson Ave	Yosemite Blv	Escuelita Ave	City of Modesto	10		
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Beverly Dr	Harris Ave	Picardy Dr	Both	9	0.11	$55,000
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Beverly Dr	Harris Ave	Ritsch Ln	Both	9	0.08	$40,000
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Beverly Dr	Picardy Dr	Vernon Ave	County	9	0.17	$85,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Lombardy Dr	Beverly Dr	Barberry Ln	County	9	0.06	$30,000
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Marlow St	Ridgecrest Dr	Peggy Ln	Both	9	0.05	$25,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Annilane	Rouse Ave	Tonilane	City of Modesto	8	0.15	$75,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Chicago Ave	Ellen Ave	Haron Ln	Both	8	0.03	$15,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Colorado Ave	Rouse Ave	South Ave	City of Modesto	8	0.16	$80,000
Modesto High	Franklin Elementary	Incomplete or Missing on One Side	Daisy Ln	Maze Blv	Fairoaks Dr	City of Modesto	8	0.3	$150,000
Modesto High	Hart-Ransom Elementary	Incomplete or Missing on Both Sides	Dakota Ave	Blue Gum Ave	Shoemake Ave	County	8	0.07	$35,000
Modesto High	Hart-Ransom Elementary	Incomplete or Missing on Both Sides	Dakota Ave	Shoemake Ave	North Ave	County	8	0.35	$175,000
Modesto High	Franklin Elementary	Incomplete or Missing on One Side	Maze Blv	Spencer Ave	Meadows Ln	City of Modesto	8	0.08	$40,000
Modesto High	Hart-Ransom Elementary	Incomplete or Missing on Both Sides	Mc Donald Ave	Poust Rd	Dakota Ave	County	8	0.48	$240,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Normandy Dr	Barberry Ln	Vernon Ave	County	8	0.44	$220,000
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Paradise Rd	Wade Ave	Pine Tree Ln	Both	8	0.11	$55,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Peggy Ln	Marlow St	Vernon Ave	Both	8	0.19	$95,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Picardy Dr	Normandy Dr	Barberry Ln	County	8	0.15	$75,000
Modesto High	Harriette Kirschen Elementary	Incomplete or Missing on One Side	Pine Tree Ln	Scotch Pine Dr	Peggy Ln	City of Modesto	8	0.24	$120,000
Modesto High	Franklin Elementary	Incomplete or Missing on One Side	Pinecone Dr	Roadway Terminus	Owl Ct	City of Modesto	8	0.51	$255,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Ritsch Ln	Beverly Dr	Lombardy Dr	Both	8	0.3	$150,000
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Rouse Ave	Walnut Wy	Wade Ave	Both	8	0.23	$115,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Modesto High	Franklin Elementary	Incomplete or Missing on Both Sides	S Emerald Ave	Sandburg Ave	Maze Blv	City of Modesto	8	0.37	$185,000
Modesto High	Hart-Ransom Elementary	Incomplete or Missing on Both Sides	Shoemake Ave	Brink Ave	Roadway Terminus	County	8	0.03	$15,000
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Vernon Ave	Paradise Rd	Beverly Dr	County	8		
Modesto High	Burbank Elementary	Incomplete or Missing on One Side	Vernon Ave	Peggy Ln	Paradise Rd	County	8		
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Wade Ave	Rouse Ct	Paradise Rd	Both	8		
Modesto High	Burbank Elementary	Incomplete or Missing on Both Sides	Waverly Dr	Vernon Ave	Victoria Dr	County	8		
Modesto High	Modesto High	Incomplete or Missing on One Side	4th St	Sierra Dr	E St	City of Modesto	7	0.02	$10,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	5th St	Sierra Dr	H St	City of Modesto	7	0.39	$195,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	5th St	I St	S Hwy 99 (Off Ramp)	City of Modesto	7	0.05	$25,000
Modesto High	Modesto High	Incomplete or Missing on One Side	5th St	S Hwy 99 (Off Ramp)	K St	City of Modesto	7	0.07	$35,000
Modesto High	Modesto High	Incomplete or Missing on One Side	6th St	I St	J St	City of Modesto	7	0.04	$20,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	California Ave	S Emerald Ave	Panama Dr	City of Modesto	7	0.32	$160,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	California Ave	Seybold Ave	Panama Dr	Both	7	0.2	$100,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Colorado Ave	Western Wy	Tuolumne Blv	City of Modesto	7	0.12	$60,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Ellen Ave	Paradise Rd	Chicago Ave	Both	7	0.22	$110,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Elsie St	E Alturas Ave	Sutter Ave	Both	7	0.09	$45,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Elsie St	Placid Ln	Hudson Ln	City of Modesto	7	0.33	$165,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Florence Ave	Roadway Terminus	Panama Dr	City of Modesto	7	0.01	$5,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Hudson Ln	Elsie St	Tonilane	City of Modesto	7	0.12	$60,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Josilane	Rouse Ave	Tonilane	City of Modesto	7	0.26	$130,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Kazmir Ct	Bedford Ave	Rouse Ave	City of Modesto	7	0.44	$220,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Leon Ave	Rouse Ave	South Ave	County	7	0.03	$15,000
Modesto High	Modesto High	Incomplete or Missing on One Side	Madera Ave	Tuolumne Blv	Center Ave	City of Modesto	7	0.14	$70,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Marni Wy	Parviz Ln	Roadway Terminus	City of Modesto	7	0.1	$50,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	Marni Wy	Spencer Ave	Parviz Ln	City of Modesto	7	0.13	$65,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Marshall Ave	California Ave	Truman Ave	Both	7	0.1	$50,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	Marshall Ave	California Ave	Truman Ave	Both	7	0.75	$375,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	Marshall Ave	Roadway Terminus	Stratton Ave	City of Modesto	7	0.13	$65,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Placid Ln	Rouse Ave	Elsie St	City of Modesto	7	0.03	$15,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Risso Ct	Vine St	Roadway Terminus	City of Modesto	7	0.2	$100,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Rosedale Ave	Western Wy	Tuolumne Blv	City of Modesto	7	0.02	$10,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Roselawn Ave	South Ave	Western Wy	Both	7	0.06	$30,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Rouse Ave	Kazmir Ct	Annilane	City of Modesto	7	0.17	$85,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	S Alturas Ave	Rouse Ave	Elsie St	County	7	0.3	$150,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	Seybold Ave	Briggs Ave	California Ave	Both	7	0.08	$40,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	South Ave	Leon Ave	Sutter Ave	Both	7	0.17	$85,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	South Ave	Rosedale Ave	Colorado Ave	City of Modesto	7	0.21	$105,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Spencer Ave	Holt Wy	California Ave	Both	7	0.22	$110,000
Modesto High	Mark Twain Junior High	Incomplete or Missing on One Side	Spencer Ave	Marni Wy	Truman Ave	Both	7	0.13	$65,000
Modesto High	James Marshall Elementary	Incomplete or Missing on Both Sides	Sutter Ave	Elsie St	Elsie St	City of Modesto	7	0.02	$10,000
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Tonilane	Annilane	Josilane	City of Modesto	7		
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Truman Ave	Roadway Terminus	Spencer Ave	County	7		

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Modesto High	James Marshall Elementary	Incomplete or Missing on One Side	Western Wy	Roselawn Ave	Colorado Ave	City of Modesto	7		
Modesto High	Mark Twain Junior High	Incomplete or Missing on Both Sides	Wheatley Ave	Briggs Ave	California Ave	Both	7		
Modesto High	Paradise Charter	Incomplete or Missing on Both Sides	California Ave	Pauline Ave	Garrison Ave	County	6	0.32	$160,000
Modesto High	Paradise Charter	Incomplete or Missing on Both Sides	California Ave	Grimes Ave	Pauline Ave	County	6	0.11	$55,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Donald St	Hays St	Thomas St	County	6	0.06	$30,000
Modesto High	Paradise Charter	Incomplete or Missing on Both Sides	Pauline Ave	Paradise Rd	Maze Blv	County	6	0.02	$10,000
Modesto High	Modesto High	Incomplete or Missing on One Side	S Jefferson St	Pine St	Oak St	City of Modesto	6	0.04	$20,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Spruce St	S Martin Luther King Dr	Roadway Terminus	Both	6	1.4	$700,000
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Tuolumne Blv	Neece Dr	Madera Ave	City of Modesto	6		
Modesto High	Modesto High	Incomplete or Missing on Both Sides	Vine St	Risso Ct	Roadway Terminus	Both	6		
Modesto High	Modesto High	Incomplete or Missing on One Side	Vine St	S Washington St	S Jefferson St	City of Modesto	6		
Modesto High	Modesto High	Incomplete or Missing on One Side	Vine St	S Martin Luther King Dr	Risso Ct	City of Modesto	6		
Modesto High	Shiloh Elementary	Incomplete or Missing on Both Sides	Bancroft Rd	Roadway Terminus	Paradise Rd	County	3	2.08	$1,040,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Hammond St	John St	Robertson Rd	County	3	0.98	$490,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Hancock St	John St	Robertson Rd	County	3	0.13	$65,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Hays St	John St	Kenneth St	Both	3	0.08	$40,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on One Side	Hays St	Kenneth St	Robertson Rd	County	3	0.76	$380,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	John St	Hays St	Thomas St	County	3	0.14	$70,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Kenneth St	Hays St	Marlow St	County	3	0.29	$145,000
Modesto High	Shiloh Elementary	Incomplete or Missing on Both Sides	Paradise Rd	Bancroft Rd	Shiloh Rd	County	3	0.07	$35,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Robertson Rd	Sutter Ave	Hays St	Both	3	0.06	$30,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on One Side	Robertson Rd	Marseille Ln	Marlow St	Both	3	0.23	$115,000

Table 12: *Proposed & Prioritized Sidewalks, continued*

Project Information			Add New Sidewalk				Prioritization & Cost		
High School Catchment Area	**School**	**Existing Sidewalk Status**	**Project Location**	**From**	**To**	**Jurisdiction**	**Priority Score**	**Sidewalk Length**	**Total Cost**
Modesto High	Shiloh Elementary	Incomplete or Missing on Both Sides	S Hart Rd	Paradise Rd	California Ave	County	3	0.02	$10,000
Modesto High	Robertson Road Elementary	Incomplete or Missing on Both Sides	Thomas St	Donald St	Robertson	County	3		

Table 13: Proposed & Prioritized Spot Improvements

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Fred Beyer High	Coleman F. Brown Elementary	179	Celeste Dr/Vera Cruz Dr	Refresh all three yellow high-visibility crosswalks and advance stop markings at eastern and western approaches across Celeste Dr and northern approach across Vera Cruz Dr. Install curb ramps at the two southern corners.	34	$28,000
Fred Beyer High	Coleman F. Brown Elementary	180	Vera Cruz Dr - midblock south of Ensenada Dr	Upgrade the midblock crossing to a yellow high-visibility crosswalk across Vera Cruz Dr. Install advance yield markings. Install curb ramps and curb extensions on both sides.	33	$118,000
Fred Beyer High	Coleman F. Brown Elementary	175	Ensenada Dr/Vera Cruz Dr	Upgrade all four approaches to yellow high-visibility crosswalks and install advance stop markings.	32	$24,000
Fred Beyer High	Coleman F. Brown Elementary	177	Celeste Dr/ Presidio Dr	Consider installing a yellow high-visibility crosswalk and advance yield markings at the northern approach across Presidio Ave.	31	$6,000
Fred Beyer High	Coleman F. Brown Elementary	178	Celeste Dr/Cota Way	Refresh the yellow high-visibility crosswalk and install advance yield markings at eastern approach across Celeste Dr. Construct curb extensions on both sides of the crosswalk.	29	$106,000
Fred Beyer High	Coleman F. Brown Elementary	176	Ensenada Dr/ Presidio Ave	Consider installing a yellow high-visibility crosswalk and advance yield markings at the southern approach across Presidio Ave. Install curb ramps at both corners.	29	$16,000
Fred Beyer High	Fred C. Beyer High	156	Sylvan Ave/Keller St	Refresh all yellow high-visibility crosswalks and advance stop markings at southern approach across Keller St as well as eastern and western approaches across Sylvan Ave. Refresh green and white bicycle conflict markings. Consider providing a leading pedestrian interval for all pedestrian phases. Consider installing curb extensions at the southern corners.	29	$418,000
Fred Beyer High	Fred C. Beyer High	157	Sylvan Ave/Boyce Ave	Refresh all four yellow high-visibility crosswalks and advance stop markings. Consider providing a leading pedestrian interval for all pedestrian phases. Consider constructing curb extensions at the southern corners.	28	$524,000
Fred Beyer High	Fred C. Beyer High	158	Sylvan Ave/ Palmwood Dr	Refresh the high-visibility crosswalk and advance stop markings at northern approach across Palmwood Dr.	28	$6,000
Fred Beyer High	Fred C. Beyer High	155	Sylvan Ave/Forest Glenn Dr	Consider installing a yellow high-visibility crosswalk at the northern approach across Forest Glenn Dr.	28	$4,000
Fred Beyer High	Fred C. Beyer High	159	Thorsen Ave/ Keller St	Refresh all four white high-visibility crosswalks and advance stop markings. Consider installing curb extensions at all four corners.	27	$224,000
Fred Beyer High	Orchard Elementary	134	Merle Ave/Bailey Ave	Refresh the two yellow high-visibility crosswalks and install advance stop markings at western approach across Merle Ave and at northern approach across Bailey Dr. Long term: Consider shortening the pull-in area to create more separation with the crosswalk.	27	$12,000
Fred Beyer High	Orchard Elementary	135	Merle Ave/ Wisdom Way	Upgrade the yellow transverse crosswalk at southern approach across Wisdom Way to a yellow high-visibility crosswalk. Consider installing curb extensions.	26	$104,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Fred Beyer High	Orchard Elementary	133	Merle Ave/ Oakdale Rd	Refresh the three existing white high-visibility crosswalks and consider providing a leading pedestrian interval for all crossing phases.	26	$312,000
Fred Beyer High	Sherwood Elementary	160	Rumble Rd/ Windsor Ln	Consider installing a yellow transverse crosswalk at southern approach across Windsor Ln.	26	$3,000
Fred Beyer High	Sherwood Elementary	162	Rumble Rd/ Edward Ave	Refresh all yellow high-visibility crosswalks and advance stop/yield markings at southern and northern approaches across Edward Ave and at eastern approach across Rumble Rd. Construct the three missing curb ramps at southwestern, southeastern and northeastern corners. Consider RRFB for crossing at eastern approach across Rumble Rd.	26	$93,000
Fred Beyer High	Sherwood Elementary	161	Rumble Rd mid-block, east of Hampshire Ln	Refresh the yellow high-visibility crosswalk. Install advance yield markings. Install curb ramps at both crosswalk landings. Consider constructing curb extensions if feasible with nearby driveways.	26	$116,000
Fred Beyer High	Sherwood Elementary	164	Maud Kump Ter/ Claremont Ave	Consider installing yellow high-visibility crosswalks at the northern approach across Claremont Ave and at the western approach across Maud Kump Terrace. Install curb ramps at all three corners in conjunction with these crosswalks: southwestern, northwestern and northeastern corners.	26	$23,000
Fred Beyer High	Sherwood Elementary	163	Bel Passi Dr/ Claremont Ave	Refresh the yellow high-visibility crosswalk at northern approach across Claremont Ave and install advance yield markings. Install curb extensions on both sides of the crosswalk at northern approach across Claremont Ave. Consider installing a yellow transverse crosswalk at eastern approach across Bel Passi Dr.	26	$109,000
Fred Beyer High	Somerset Middle	166	Floyd Ave/ Newport Dr	Install a curb ramp at the northwest crosswalk landing. Consider curb extensions at both northern corners.	26	$105,000
Fred Beyer High	Somerset Middle	168	Floyd Ave/Vicki Dr	Consider Install a curb extension at the northwest crosswalk landing.	26	$50,000
Fred Beyer High	Standiford Elementary	169	Sunrise Ave/ Charles Ave	Refresh both yellow high-visibility crosswalks and install advance yield markings at northern and southern approaches across Sunrise Ave. Consider installing RRFBs for the Sunrise crossings. Refresh the advance stop markings on both western and eastern approaches of Charles Ave. Is a Split T-Intesection	25	$136,000
Fred Beyer High	Standiford Elementary	174	Norwegian Ave/ Sunrise Ave	Refresh all four yellow high-visibility crosswalks and advance stop markings.	25	$24,000
Fred Beyer High	Standiford Elementary	170	Tokay Ave/Sunrise Ave	Refresh all four yellow high-visibility crosswalks and advance stop markings. Install curb ramps at the southwestern and southeastern corners.	25	$34,000
Fred Beyer High	Standiford Elementary	173	Tokay Ave/ Codding Dr	Refresh all four yellow high-visibility crosswalks and advance stop markings.	25	$24,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Fred Beyer High	Standiford Elementary	172	Tokay Ave/La Cienega Ave	Refresh the yellow high-visibility crosswalk at eastern approach across Tokay Ave and install advance yield markings. Install a curb ramp at the north landing of the Tokay crosswalk.	25	$11,000
Fred Beyer High	Standiford Elementary	171	Tokay Ave/Valle Vista Ave	Refresh the yellow high-visibility crosswalk at western approach across Tokay Ave and install advance yield markings. Consider installing a yellow transverse crosswalk at southern approach across Valle Vista Ave. Construct a curb extension at the northwest corner crosswalk landing on Tokay Ave.	25	$59,000
Fred Beyer High	Stockard Coffee Elementary	151	Mable Ave/ Northview Dr	Refresh the two yellow high-visibility crosswalks and all advance stop markings at the eastern approach across Mable Ave and southern approach across Northview Dr.	25	$12,000
Fred Beyer High	Stockard Coffee Elementary	153	Mable Ave/ Beyer Park Dr	Consider installing white high-visibility crosswalks and refresh the advance stop markings at the northern and southern approaches across Beyer Park Dr.	25	$12,000
Fred Beyer High	Stockard Coffee Elementary	154	Sylvan Meadows Dr/Northview Dr	Refresh the yellow high-visibility crosswalk at the eastern approach across Sylvan Meadows Dr. Install advance yield markings. Consider install curb extensions or an RRFB.	25	$116,000
Fred Beyer High	Stockard Coffee Elementary	152	Kentwood Ave/ Northview Dr	Refresh the two yellow high-visibility crosswalks at southern approach across Northview Dr and at western approach across Kentwood Ave. Install advance yield markings for the southern approach across Northview Dr. Consider an RRFB and/or curb extensions at the southern approach across Northview Dr.	24	$170,000
Fred Beyer High	Sylvan Elementary	165	Rumble Rd/ Warwick Ln	Refresh the yellow high-visibility crosswalk and install advance yield markings at the western approach across Rumble Rd. Consider installing RRFB for the crossing of the western approach across Rumble Rd. Consider installing a yellow high-visibility crosswalk with advance stop markings at the southern approach across Warwick Ln.	24	$72,000
Grace Davis High	Agnes M. Baptist Elementary	10	Cheyenne Way/ Pomo Ln	Refresh the yellow high-visibility crosswalk and install advance yield markings at western approch across Cheyenne Way. Construct a curb ramps at both western corners.	24	$16,000
Grace Davis High	Agnes M. Baptist Elementary	11	Cheyenne Way/ Carver Rd	Refresh the existing yellow high-visibility crosswalk at northern approach across Carver Rd and at western approach across Cheyenne Way. Construct a curb ramp at the northeast corner.	24	$13,000
Grace Davis High	Agnes M. Baptist Elementary	13	Patton Dr/ Shawnee Dr	Consider installing yellow high-visibility crosswalks at the southern approach across Shawnee Dr and the eastern approach across Patton Dr. Re-install the advance stop markings for the eastern approach across Patton Dr and install advance yield markings at the southern approarch across Shawnee Dr. Install sufficient red curb.	24	$12,530
Grace Davis High	Agnes M. Baptist Elementary	12	Volendam Ave/ Carver Rd	Consider installing a yellow high-visibility crosswalk at the northern approach across Carver Rd, and install a yellow transverse crosswalk at the western approach across Voldendam Ave approach. Install sufficient red curb paint around the crosswalks.	24	$7,398
Grace Davis High	Agnes M. Baptist Elementary	182	Brixton Ln/Carver Rd	Consider installing a yellow transverse crosswalk at the eastern approach across Brixton Lane.	24	$3,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Grace Davis High	Alberta Martone Elementary	44	Woodland Ave/ Poust Rd/Mercy Ave	Consider installing an RRFB, advance yield markings at the existing yellow crosswalk at western approach across Woodland Avenue near intersection with Mercy Ave. Consider installing a yellow transverse crosswalk at northern approach across Poust Road. Install curb ramps and pedestrian warning surfaces at both landings for both crosswalks.	24	$75,000
Grace Davis High	Alberta Martone Elementary	45	Shaddox Ave/ N Rosemore Ave	Consider installing a white transverse crosswalk at eastern approach across Shaddox Ave.	23	$3,000
Grace Davis High	Alberta Martone Elementary	46	Blue Gum Ave/ Poust Rd	Upgrade all three crosswalks to white high-visibility crosswalks. Consider closing the sidewalk gap on the north side of Blue Gum Avenue between Poust Road and 2nd Street and adding a crosswalk at the northern approach across Poust at the same time.	23	$101,000
Grace Davis High	Alberta Martone Elementary	43	Chapparal Pl/ October Way	Consider installing a yellowhigh-visibility crosswalk with advance yield markings at the eastern approach across Chapparal Place. Consider installing a yellow transverse crosswalk at the southern approach across October Way.	23	$9,000
Grace Davis High	Catherine Everett Elementary	42	Mt Vernon Dr/ Sharondell Dr	Refresh all three high-visibility crosswalks and advance stop markings at western approach and eastern approach across Mt Vernon Dr and at northern approach across Sharondell Dr. Install curb extensions at all four landings.	23	$218,000
Grace Davis High	Catherine Everett Elementary	41	Mt Vernon Dr midblock crossing west of Cheryl Lane	Refresh yellow high visibility crosswalk and install advance yield markings at midblock crossing of Mt Vernon Drive west of Cheryl Ln. Install curb extensions on both sides of the street.	23	$108,000
Grace Davis High	Elihu Beard Elementary	39	Mt Vernon Dr/ College Ave	Mark white transverse crosswalks across all four approaches. Refresh all advance stop markings. Install curb ramps at southeast and northeast corners.	23	$30,000
Grace Davis High	Elihu Beard Elementary	40	Bowen Ave/ College Ave	Upgrade the yellow crosswalks to yellow high-visibility crosswalks at western approach across Bowen Ave and northern approach across College Ave. Consider installing a yellow high-visibility crosswalk at the eastern approach across Bowen Ave. Refresh all advance stop markings at all four approaches.	23	$20,000
Grace Davis High	Enslen Elementary	76	Coldwell Ave/ Enslen Ave	Refresh yellow high-visibility crosswalks at northern and southern approaches across Enslen Ave, as well as at eastern approach across Coldwell Ave. Install advance yield markings for all crossings. Install curb ramps at all four corners for three crosswalks.	23	$38,000
Grace Davis High	Enslen Elementary	77	Griswold Ave/ Brady Ave	Refresh the yellow high-visibility crosswalk at western approach across Griswold Avenue and install advance yield markings. Mark a yellow high-visibility crosswalk at the northern approach across Brady Avenue. Install curb ramps with crosswalk landings at southwest, northwest and northeast corners to connect to existing and new crosswalks.	23	$25,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Grace Davis High	Enslen Elementary	75	Coldwell Ave/ Brady Ave	Refresh both existing yellow crosswalks at northern approach across Brady Ave and at eastern approach across Coldwell Ave. Consider installing a yellow high-visibility crosswalk across the western approach at Coldwell Ave. Install advance yield markings for both of the Coldwell Avenue crossings. Install curb ramps at all four corners.	23	$36,000
Grace Davis High	Enslen Elementary	74	Smith Ave/Brady Ave	Refresh the two yellow high-visibility crosswalks and install advance yield markings. Install curb ramps at the two southern corners.	23	$22,000
Grace Davis High	George Eisenhut Elementary	29	Sheldon Dr/ Shawnee Dr	Refresh the yellow transverse crosswalk at the Shawnee Dr northern approach. Consider installing a high-visibility crosswalk with advance yield markings across the western approach of Sheldon Dr. Install sufficient red curb around the crosswalk.	23	$9,398
Grace Davis High	George Eisenhut Elementary	27	Prescott Rd/Hetch Hetchy Trail	Support existing project to install RRFP, also refresh existing white, high-visibility crosswalk.	23	$4,000
Grace Davis High	George Eisenhut Elementary	28	Stracker Way/ Shawnee Dr	Consider installing a yellow high-visibility crosswalk at the southern approach of Shawnee Dr. Construct a curb ramp at the southeast corner. Install advance yield markings and consider an RRFB at the crosswalk. Consider installing a yellow, transverse crosswalk at the Stracker Way approach.	23	$74,000
Grace Davis High	George Eisenhut Elementary	31	W Rumble Rd/ Pembroke Dr	Consider installing a yellow transverse crosswalk and refresh advance stop bar at the northern approach across Pembroke Dr. Refresh the high-visibility crosswalk and install advance yield markings at western approach across W Rumble Rd. Construct curb ramps at northwest, southwest and the northeast corners aligned with existing crosswalks.	23	$22,000
Grace Davis High	George Eisenhut Elementary	30	Sheldon Dr/ Pembroke Dr	Refresh the yellow high-visibility crosswalk at the eastern approach across Sheldon Dr., yellow transverse crosswalk at the southern approach across Pembroke Dr., and the advance stop markings at southern approach across Pembroke Dr. Install advance yield markings for the crosswalk at at the eastern approach across Sheldon Dr. Install a curb ramp at the northeast corner Sheldon Dr. crosswalk landing. Replace the flashing sign and in-pavement lights with an RRFB.	22	$76,000
Grace Davis High	Grace M. Davis High	36	W Rumble Rd/ Napier Dr	Realign the crosswalk at the western approach across W. Rumble Rd to better align with the northwest corner and southwest corner at the park entrance. In addition, consider installing an RRFB for crossing at western approach across W. Rumble Rd.	22	$64,000
Grace Davis High	Grace M. Davis High	38	College Ave/ Leveland Ln	Refresh the yellow high-visibility crosswalk at the western approach across College Ave and install advance yield markings. Consider installing a yellow transverse crosswalk at the southern approach across Leveland Ln. Consider installing an RRFB.	22	$69,000
Grace Davis High	Great Valley Academy	32	Woodrow Ave/ Lord Ave	Refresh the yellow high-visibility crosswalk and install advance yield markings at the western approach across Woodrow Ave. Consider installing a transverse crosswalk and refresh the advance stop markings at the northern approach across Lord Ave.	22	$8,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Grace Davis High	Josephine Chrysler Elementary	21	W Rumble Rd/ Hahn Dr	Consider installing a RRFB, along with white high-visibility crosswalk with advance yield markings at the western approach of W Rumble Rd. Paint sufficient red curb around the crosswalk; consider constructing curb extensions.	22	$166,398
Grace Davis High	Josephine Chrysler Elementary	14	W Rumble Rd/ Conant Ave	Upgrade all four existing crosswalks to yellow, high-visibility crosswalks. Refresh advance stop markings. Consider constructing curb extensions at the three corners with sidewalks.	22	$174,000
Grace Davis High	Josephine Chrysler Elementary	19	Budd St/Conant Ave	Refresh the two existing yellow crosswalks, and Budd St advance stop markings. Consider installing a yellow crosswalk at the east Budd St approach. Install advance yield markings ahead of the Conant Ave crosswalk on the south side of the intersection.	22	$14,000
Grace Davis High	Josephine Chrysler Elementary	17	Nancy Ln. Conant Ave	Consider installing a transverse, yellow-colored crosswalk across the Nancy Lane approach.	22	$3,000
Grace Davis High	Josephine Chrysler Elementary	20	Lou Ann Dr/ Sparks Way/ Brenner Way	Study intersection design options, including a mini-traffic circle, to improve visibility and better facilitate crossing opportunities.	22	$150,000
Grace Davis High	Josephine Chrysler Elementary	16	Conant Ave mid-block, north of Nancy Ln	Install a curb ramp on the west side of Conant Ave, at the crosswalk landing. Refresh the yellow high-visibility crosswalk and install advance yield markings. Consider installing a curb extension on the west side of the crosswalk.	21	$61,000
Grace Davis High	Josephine Chrysler Elementary	22	Hahn Dr/Hetch Hetchy Trail	Install advance yield markings at all four existing white, high-visibility crosswalks. Construct curb extensions at the mid-block crossing.	21	$108,000
Grace Davis High	Josephine Chrysler Elementary	15	Conant Ave/ Standiford Trail	Install advance yield markings at existing high-visibility crosswalk.Construct curb extensions at the mid-block crossing. - Crosswalk is more than 600' from school - stay white	21	$102,000
Grace Davis High	Prescott Junior High	23	W Rumble Rd/ Park Pl	Upgrade existing crosswalk at eastern approach across W Rumble Rd to a yellow high-visibility crosswalk. Install curb extensions on both sides. Consider replacing existing flashing sign with RRFB. Install advance yield markings. Consider installing a yellow high-visibility crosswalk and advance yield markings at southern approach to the intersection across Park Pl.	21	$172,000
Grace Davis High	Prescott Junior High	25	W Rumble Rd/ Prescott Rd	Upgrade all four crosswalks to yellow, high-visibility crosswalks and add advance stop markings. Consider providing a leading pedestrian interval for all crossing phases.	21	$424,000
Grace Davis High	Prescott Junior High	26	Chrystler Dr/ Prescott Rd	Upgrade the two existing crosswalks on western approach of Chrysler and northern approach of Prescott Rd to yellow, high-visibility crosswalks. Consider providing a leading pedestrian interval for all crossings.	21	$208,000
Grace Davis High	Prescott Junior High	24	W Rumble Rd/ Holiday Ln	Upgrade the crosswalk on western approach across W Rumble Rd to a yellow, high-visibility crosswalk. Install advance yield markings. Install curb extensions on both sides of the crosswalk.	21	$106,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Grace Davis High	Roosevelt Junior High	80	W Orangeburg Ave/College Ave	Upgrade the eastern and western approach at W Orangeburg Ave crosswalks to yellow high-visibility crosswalks. Consider installing a leading pedestrian interval for all crossing phases.	21	$208,000
Grace Davis High	Roosevelt Junior High	81	W Roseburg Ave/ Mills Ave	Install advance yield markings for the crosswalk at the eastern approach across Roseburg Avenue. Consider constructing curb extensions and installing an RRFB. Consider installing a yellow transverse crosswalk with advance stop markings at the northern approach across Mills Avenue.	21	$167,000
Grace Davis High	Roosevelt Junior High	78	W Roseburg Ave/ College Ave	Refresh all yellow high-visibility crosswalks and install advance stop markings. Consider installing a leading pedestrian interval for all crossing phases. Consider installing curb extensions at all four corners.	21	$624,000
Grace Davis High	William Garrison Elementary	82	Teresa St/Martin Ave	Refresh the yellow high-visibility crosswalk at eastern approach across Teressa Street. Install advance yield markings. Consider installing curb extensions at both southeast and northeast corners.	21	$106,000
Grace Davis High	Woodrow Elementary	37	W Rumble Rd/ College Ave	Refresh the two existing yellow transverse crosswalks. Consider installing a yellow transverse crosswalk at the western approach across W. Rumble Rd. Refresh all advance stop markings.	21	$15,000
Grace Davis High	Woodrow Elementary	33	Woodrow Ave/ Virginia Corridor	Install advance yield markings. Consider replacing existing flashing sign with RRFB.	21	$64,000
Grace Davis High	Woodrow Elementary	34	Woodrow Ave/ Napier Dr	Refresh the yellow, eastern Woodrow Ave crosswalk and upgrade the yellow, southern approach Napier Dr crossing to a yellow high-visibility crosswalk. Refresh call advance stop markings. Consider curb extensions at all three corners with crosswalk landings: southwest corner, southeast corner, and northeast corner.	21	$162,000
Grace Davis High	Woodrow Elementary	35	Annapolis Ave/ Napier Dr	Refresh the yellow, northern approach Napier Dr crosswalk and install advance yield markings. Refresh the yellow, transverse crosswalk and advance stop markings at the western Annapolis Ave approach. Construct curb ramps at the three corners with crosswalk landings: southwest corner, northwest corner, and northwest corner.	21	$24,000
James Enochs High	Daniel J. Savage Middle	136	Maid Mariane Ln	Install bicycle conflict markings in front of driveways and other breaks in the bike lanes. What is this???	21	$12,000
James Enochs High	Daniel J. Savage Middle	141	Sharon Ave/ Millbrook Ave	Refresh the yellow high-visibility crosswalk at northern approach across Millbrook Ave and eastern approach across Sharon Ave and install advance yield markings. Consider installing an RRFB on the Sharon Ave crossing. Consider installing curb extensions at the two eastern corners.	21	$172,000
James Enochs High	Elizabeth Ustach Middle	150	Hillglen Ave/Bear Cub Ln	Refresh existing yellow high-visibility crosswalks and advance stop markings at all three approaches: western and eastern approaches across Hillglen Ave and southern approach across Bear Cub Ln. Consider install curb extensions at the northern two corners.	21	$118,000
James Enochs High	Elizabeth Ustach Middle	149	Bear Cub Lane	Install green bicycle lane conflict markings near intersections and across all school driveways. Install paint-and-post vehicle exclusion areas near driveways to further discourage parking.	20	$54,000
James Enochs High	Freedom Elementary	140	Floyd Ave/Fine Ave	Refresh the white high-visibility crosswalks and advance stop markings. Install curb extensions at all four corners. Study the feasibility of extending the median to create a refuge island.	20	$274,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
James Enochs High	Freedom Elementary	139	Sharon Ave/Fine Ave	Refresh the yellow high-visibility crosswalk markings at western approach across Sharon Ave and at northern approach across Fine Ave, consider installing curb extensions at the three corners with crosswalks.	20	$158,000
James Enochs High	Freedom Elementary	137	Sharon Ave/Phar Lap Ave	Install vehicle exclusion zones (mini paint-and-post curb extensions) near the driveways to discourage vehicles parking near the crosswalk without interfering with the bike lane.	20	$40,000
James Enochs High	Freedom Elementary	138	Sharon Ave	Install bicycle conflict markings across all driveway crossings.	20	$30,000
James Enochs High	James C. Enochs High	148	Hillglen Ave/ Roselle Ave	Consider installing white high-visibility crosswalks at the eastern and western approaches across Hillglen Ave. Consider installing curb extensions at the two western corners.	20	$108,000
James Enochs High	James C. Enochs High	192	Sylvan Ave/ Millbrook Ave	Consider Installing an RRFB for the northern crossing.	20	$60,000
James Enochs High	James C. Enochs High	147	Inverness St/Esta Ave/Millbrook Ave	Refresh the existing yellow high-visibility crosswalks and advance stop markings at the western and eastern approaches across Esta Ave and Inverness St as well as at southern approach across Millbrook Ave.	20	$18,000
James Enochs High	James C. Enochs High	146	Hillglen Ave/ Millbrook Ave	Consider installing white high-visibility crosswalks and install advance yield markings across all four approaches. On the southwest side, extend the sidewalk 20 feet north to reach the intersection and construct a curb ramp. Consider RRFB for crossings at northern and southern approaches across Millbrook Ave.	20	$91,000
James Enochs High	James C. Enochs High	193	Sylvan Ave/Roselle Ave	Consider Installing RRFBs for the southern approach at Roselle Ave and western approach at Sylvan Ave.	20	$60,000
James Enochs High	Mary Ann Sanders Elementary	144	Lauding Way/Fine Ave	Refresh the yellow high-visibility crosswalk and install advance yield markings at southern approach across Fine Ave. Consider installing a high-visibility crosswalk and install advance yield markings at the western approach across Lauding Way.	20	$12,000
James Enochs High	Mary Ann Sanders Elementary	145	Hillglen Ave/ Southgrove Ave	Consider installing white transverse crosswalks at the northern and southern approaches across Southgrove Ave.	20	$6,000
James Enochs High	Mary Ann Sanders Elementary	142	Kodiak Dr	Add white outer edge line for the bicycle lanes, only inner line currently exists. Install bicycle conflict markings near the intersections and driveway crossings.	20	
James Enochs High	Mary Ann Sanders Elementary	143	Kodiak Dr/Fine Ave	Refresh the yellow high-visibility crosswalks and advance stop markings at western approach across Kodiak Dr and northern approarch across Fine Ave. Install a curb extension at the northeast corner.	20	$62,000
Joseph A. Gregori High	Indepen-dence Charter	1	Setrok Dr/Blue Bird Dr	Refresh yellow high-visibility crosswalk with advance yield markings at the southern approach across Blue Bird Dr. Construct curb extensions at the southern corners.	20	$106,000
Joseph A. Gregori High	Mary Lou Dieterich Elementary	9	Snyder Ave/ Prescott Rd	Study removal of the free-right turn-lane from the northwest corner. Coordinate improvement with planned trail recommendation from NMTP.	20	$7,500

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Joseph A. Gregori High	Mary Lou Dieterich Elementary	6	Snyder Ave/St. Nicholas Dr	Refresh the existing high-visibility crosswalk, stop markings (set back from crosswalk), and red curb paint for the Snyder Ave crosswalk. Consider installing a transverse crosswalk at the St. Nicholas Dr. approach. Evaluate opportunities to install curb extensions, consistent with the bicycle boulevard.	19	$109,265
Joseph A. Gregori High	Mary Lou Dieterich Elementary	5	Snyder Ave/ Eastport Dr	Refresh the yellow transverse crosswalk and advance stop markings at the northern approach across Eastport Dr. Relocate the yellow, high visibility crosswalk at eastern approach across Snyder Ave to the western approach. Mark sufficient red curb around the crosswalk landings.	19	$9,398
Joseph A. Gregori High	Mary Lou Dieterich Elementary	8	Snyder Ave/ Pickford Way	Upgrade the yellow transverse crosswalk at the northern approach across Pickford Way to a yellow high-visibility crosswalk and refresh advance stop markings. Evaluate opportunities to install curb extensions at the northern corners.	19	$106,000
Joseph A. Gregori High	Mary Lou Dieterich Elementary	181	Portofino Dr/ Eastport Dr	Refresh the both yellow high-visibility crosswalks at the western approach across Portofino Dr and northern approach across Eastport Dr. Install advance yield markings and consider an RRFB for the Eastport Dr crossing. Construct a curb ramp for the eastern landing of the Eastport Dr crosswalk. Evaluate relocation of Eastport crosswalk south due to proximity to driveways.	19	$75,000
Joseph A. Gregori High	Mary Lou Dieterich Elementary	7	Warm Springs Dr/ Eastern Ave	Refresh existing yellow, high visibility crosswalk and advance stop markings at northern approach across Eastern Ave. Refresh existing, high visibility crosswalk and install advance yield markings at the western approach across Warm Springs Dr. Evaluate opportunities to install curb extensions, consistent with the bicycle boulevard.	19	$112,000
Joseph A. Gregori High	Mildred Perkins Elementary	4	Golden Eagle Ln/ Honey Creek Rd	Consider installing a yellow high-visibility crosswalk at the northern approach across Honey Creek Rd. Install crosswalk with advance yield markings and sufficient red curb (no parking) areas. Consider installing a yellow transverse crosswalk at the eastern approach across Golden Eagle Ln.	19	$9,398
Joseph A. Gregori High	Mildred Perkins Elementary	3	Snyder Ave/Honey Creek Rd	Refresh all four yellow high-visibility crosswalks. Ensure advance stop lines are sufficiently spaced from the crosswalk. Evaluate opportunities to install curb extensions.	19	$224,000
Modesto High	Aspire University Charter	186	Roselawn Ave, south of Rouse mid-block	Work with school stakeholders and residents to determine the best location for a mid-block crossing behind the school. Install as a yellow high-visibility crosswalk with advance yield markings. Considering installing curb extensions and an RRFB.	19	$168,000
Modesto High	Aspire University Charter	62	Rouse Ave/ Roselawn Ave	Consider installing white high-visibility crosswalks across all four approaches with advance stop markings.	19	$24,000
Modesto High	Burbank Elementary	69	Beverly Dr/ Paradise Rd/Harris Ave/Wade Ave	Study intersection redesign options to: square-up asymmetrical approaches, remove free-right turn lane from Beverly Drive and other safety and accessibility improvements. Consider installation of leading pedestrian interval.	19	$115,000
Modesto High	Burbank Elementary	70	Paradise Rd/ Vernon Ave	Upgrade all three crosswalks to be yellow high-visibility crosswalks and install advance stop markings. Install curb extensions at all four corners. Consider intersection improvements to straighten crosswalks and improve sightlines.	19	$218,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Modesto High	Burbank Elementary	184	Paradise Rd/Pine Tree Ln	Refresh existing yellow high-visibility crosswalk and install advance yield markings at western approach across Paradise Rd.	19	$6,000
Modesto High	Franklin Elementary	47	Mathia Dr/N Emerald Ave	Consider installing a white high-visibility crosswalk with advance yield markings at the northern approach across Emerald Avenue. Install two curb extensions with ramps at the northeast and northwest corners of the intersection. Consider installing an RRFB at this location.	19	$166,000
Modesto High	Harriette Kirschen Elementary	65	Erie Ave/ Hammond St	Relocate the existing yellow high-visibility crosswalk at southern approach across Hammond Street to the northern approach across Hammond St away from the school driveway. Install a curb ramp on the northwest corner of the intersection for this new crosswalk. Install curb ramps on both sides of the existing yellow crosswalk at the eastern approach across Erie Ave.	19	$19,000
Modesto High	Harriette Kirschen Elementary	67	Kirschen Dr/Pine Tree Ln	Consider shifting the exsiting yellow high-visibility crosswalk at southern approach across Pine Tree Ln crosswalk further south away from driveway and construct necessary curb ramps. Refresh all three yellow high-visibility crosswalks and advance stop markings.	19	$28,000
Modesto High	Harriette Kirschen Elementary	68	Kirschen Dr/ Crippen Ave	Study locations to relocate existing yellow high-visibility crosswalk away from both the school driveway and away from the curve in the road to improve driver sightlines. Install advance yield markings. Consider RRFB. Install curb ramps if necessary.	18	$76,000
Modesto High	James Marshall Elementary	56	Paradise Rd/ Sutter Ave/ Tuolumne Blvd/ Martin Luther King Dr	Study intersection design changes to improve safety and reduce conflict points. Design should be consistent with other Paradise Road plans. Current proposed plans include reconfiguration to a roundabout.	18	$15,000
Modesto High	James Marshall Elementary	61	Rouse Ave/Sutter Ave	Upgrade the existing crosswalks at northern approach across Sutter Ave and at western approach across Rouse Ave to yellow high-visibility crosswalks. Consider installing yellow high-visibility crosswalks at the southern approach across Sutter Ave and eastern approach across Rouse Ave. Install advance stop markings for all four crosswalks. Reconstruct the southwest curb ramp to serve both crosswalks.	18	$29,000
Modesto High	James Marshall Elementary	57	Elsie St/Sutter Ave	Refresh yellow high-visibility crosswalk at northern approach across Sutter Ave and install advance yield markings. Refresh the two yellow transverse crosswalks at western approach across Elsie St and eastern approach across Elsie St. Install advance stop markings for both transverse crosswalks.	18	$16,000
Modesto High	James Marshall Elementary	185	Paradise Rd/ Chicago Ave/Ellen Ave	Conduct an intersection study to determine design improvements to improve safety and traffic flow at this asymmetrical five-approach intersection.	18	$15,000
Modesto High	James Marshall Elementary	58	Elsie St/Placid Ln	Refresh the yellow high visibility crosswalk at the western approach across Elsie St and install advance yield markings. Consider installing a yellow transverse crosswalk at the southern approach across Placid Ln. Construct curb ramps at northwest, southwest and southeast corners with crosswalk landings.	18	$24,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Modesto High	James Marshall Elementary	59	Elsie St/Hudson Ln	Refresh the yellow high-visibility crosswalk at the northern approach across Hudson Ln and install advance yield markings. Upgrade the crosswalk at the eastern approach at Elsie St to yellow high-visibility crosswalk and install advance stop markings. Refresh yellow school crossing pavement markings. Construct curb ramps at northwest, northeast and southeast corners with crosswalk landings	18	$29,000
Modesto High	James Marshall Elementary	60	Vicksburg St/ Hudson Ln	Refresh the yellow high-visibility crosswalk at the northern approach across Hudson Ln and install advance yield markings. Consider installing yellow transverse crosswalk at western approach across Vicksburg St with advance stop markings. Install curb ramps at southwest, northwest and northeast corners with crosswalk landings.	18	$26,000
Modesto High	Mark Twain Junior High	51	California Ave/ Panama Dr	Refresh the yellow high-visibility crosswalk at the western approach across California Ave and install advance yield markings. Consider installing RRFB. Install curb extensions at both northwest and southwest corners.	18	$166,000
Modesto High	Mark Twain Junior High	183	California Ave/ Carpenter Rd	Consider constructing sidewalk on the north side of California Ave between Carpenter Rd and Mark Twain Park. When the north sidewalk is added, install a high-visibility crosswalk at the eastern approach across California Ave. Upgrade the existing crosswalk to white high-visibility crosswalk, install advance yield markings, and consider installing an RRFB at the southern approach across Carpenter Rd.	18	$180,000
Modesto High	Mark Twain Junior High	50	California Ave/S Emerald Ave	Upgrade both crosswalks at the western approach across California Ave and at northern approach arcross S Emerald Ave to yellow high-visibility crosswalks and add advance stop markings. Build out the northwest corner (currently a striped hash area) with concrete. Construct sidewalks on the south side of California Avenue between Panama Drive and the bus stop east of Emerald Avenue.	17	$142,000
Modesto High	Mark Twain Junior High	49	Lenore Dr/S Emerald Ave	Refresh the existing yellow high-visibility crosswalk at the northern approach at Lenore Dr and install advance yield markings. Install curb extensions with ramps at both northeast and northwest corners. Consider RRFB. Consider installing a yellow transverse crosswalk at eastern approach across Lenore Dr.	17	$167,000
Modesto High	Modesto High	54	Paradise Rd/S Jefferson St/ Ruberto St/ Yosemite Ave	Study intersection design changes to improve safety and reduce conflict points. Design should be consistent with other Paradise Road plans.	17	$15,000
Modesto High	Modesto High	52	H St/Paradise Rd/ S Washington St	Refresh the existing high-visibility crosswalk	17	$4,000
Modesto High	Modesto High	53	H St/ 1st Street	Upgrade all four crosswalks to high-visibility crosswalks. Consider Installing a leading pedestrian interval for all crossing phases. Consider constructing curb extensions at all four corners.	17	$616,000
Modesto High	Modesto High	55	Paradise Rd/Leon Ave	Consider installing a high-visibility crosswalk across Leon Avenue. Build curb extensions at both corners.	17	$108,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Modesto High	Robertson Road Elementary	63	Ontario Ave/ Hammond St	Refresh the yellow high-visibility crosswalk at southern approach across Hammond St and install advance yield markings. Refresh the yellow transverse crosswalk at eastern approach across Ontario Ave. Consider installing curb extensions at southwest, southeast and northeast corners with crosswalk landings. Consider RRFB, especially for crossing of Hammond St.	17	$219,000
Modesto High	Robertson Road Elementary	66	Robertson Rd/ Hammond St	Refresh all four yellow high-visibility crosswalks and advance stop markings. Long-term: consider sidewalk completion throughout the area.	17	$24,000
Peter Johansen High	Bernard L. Hughes Elementary	113	Ardia Ave/ Creekwood Dr	Consider installing high-visibility crosswalks at the northern approach across Creekwood Dr and western approach across Ardia Ave. Install advance stop/yield markings. Consider installing RRFB at the northern crossing.	17	$72,000
Peter Johansen High	Bernard L. Hughes Elementary	110	Penny Ln/ N McClure Rd	Refresh both yellow high-visibility crosswalks and all advance stop markings at western approach across Penny Ln and at northern approach across N McClure Rd. Construct curb extensions at the two northern corners.	17	$112,000
Peter Johansen High	Bernard L. Hughes Elementary	112	Mechalys Way/ Creekwood Dr	Realign and straighten the crosswalk at the southern approach across Creekwood Dr. Consider installing high-visibility crosswalks at the northern approach across Creekwood Dr and western approach across Mechalys Way. Install/refresh all advance stop markings. Consider curb extensions at the western corners.	17	$118,000
Peter Johansen High	Bernard L. Hughes Elementary	111	Mechalys Way/ Melbourne Dr	Refresh yellow transverse crosswalk at southern approach across Melbourne Dr and refresh yellow high-visibility crosswalk at eastern approach across Mechalys Way. Consider shifting the eastern crosswalk east to straighten the alignment; install new curb ramps if necessary. Install advance yield/ stop markings. Construct curb extensions at the two eastern corners.	17	$121,000
Peter Johansen High	Capistrano Elementary	189	Japonica Way	Formalize a connection between Japonica Way and Capistrano Dr.	16	$10,000
Peter Johansen High	Capistrano Elementary	106	Poppypatch Dr/ Lincoln Ave	Refresh the existing yellow high-visibility crosswalk and install advance yield markings at the northern approach across Lincoln Ave. Construct curb extensions at the two northern corners and consider installing a PHB. Consider installing yellow transverse crosswalks with stop markings at the western and eastern approaches across Poppypatch Dr.	16	$516,000
Peter Johansen High	Capistrano Elementary	105	Penny Ln/Pirinen Ln	Refresh the existing yellow high-visibility crosswalk and install advance yield markings at the western approach across Penny Ln. Consider installing a yellow transverse crosswalk with advance stop markings at the southern approach across Pirinen Ln.	16	$11,000
Peter Johansen High	Capistrano Elementary	107	Penny Ln/Lincoln Ave	Refresh the yellow high-visibility crosswalk and install advance yield markings at the southern approach across Lincoln Ave. Construct curb extensions at the two southern corners and consider installing a PHB. Consider installing yellow transverse crosswalks with stop markings at the western and eastern approaches across Penny Ln.	16	$516,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Peter Johansen High	Capistrano Elementary	103	Barcelona Dr/ Capistrano Dr	Refresh the two yellow high-visibility crosswalks at northern approach across Capistrano Dr and western approach across Barcelona Dr. Install advance stop/yield markings. Install curb extensions for the northern approach across Capistrano Drive crosswalk.	16	$62,000
Peter Johansen High	Capistrano Elementary	104	El Pasado Dr/ Capistrano Dr	Refresh the existing yellow high-visibility crosswalk and add advance stop markings at southern approach across Capistrano Dr. Install curb ramps at both corners.	16	$16,000
Peter Johansen High	Christine Sipherd Elementary	132	E Orangeburg Ave/Fransen Ln	Consider installing yellow high-visibility crosswalks at the northern and southern approaches across Fransen Ln. Install advance stop markings.	16	$12,000
Peter Johansen High	Christine Sipherd Elementary	130	W Orangeburg Ave/Lillian Dr	Upgrade the two yellow transverse crosswalks to yellow high-visibility crosswalks at southern approach across Lillian Dr and eastern approach across E Orangeburg Ave. Consider constructing curb extensions at the southern corners.	16	$108,000
Peter Johansen High	Christine Sipherd Elementary	131	Kathy Ave/Lillian Dr	Refresh the existing yellow high-visibility crosswalk at southern approach across Lillian Dr and existing yellow transverse crosswalk at western approach across Kathy Ave. Install advance yield markings for the Lillian Drive crosswalk. Construct curb ramps at all three corners. Consider curb extensions at the two southern corners.	16	$124,000
Peter Johansen High	Christine Sipherd Elementary	129	E Orangeburg Ave/Pepper Tree Ln	Refresh the yellow high-visibility crosswalks at western approach across E Orangeburg Ave and at northern approach across Pepper Tree Ln. Install advance yield markings for the crosswalk at the western approach across E Orangeburg Ave. Consider constructing curb extensions and installing an RRFB for the crosswalk at the northern approach across Pepper Tree Ln.	16	$170,000
Peter Johansen High	El Vista Elementary	99	Encina Ave/El Vista Ave	Upgrade all four crosswalks to yellow high-visibility crosswalks and install advance stop markings. Construct curb extensions at the two southern corners.	16	$124,000
Peter Johansen High	El Vista Elementary	100	Haddon Ave/El Vista Ave	Refresh the two white high-visibility crosswalks and install advance yield markings at the northern and southern approaches across El Vista Ave. In addition, consider installing curb extensions and a PHB at the northern and southern approaches across El Vista Ave. Consider installing white transverse crosswalks for the eastern and western approaches across Haddon Ave.	16	$518,000
Peter Johansen High	El Vista Elementary	188	Encina Ave/Parray Ave	Refresh the white high-visibility crosswalk at the western approach across Encina Ave. Install advance yield markings. Construct curb extensions at both northwestern and southwestern corners.	15	$106,000
Peter Johansen High	El Vista Elementary	102	Roble Ave/Colfax Ave	Refresh yellow existing high-visibility crosswalk and install advance yield/stop markings at northern approach across Colfax Ave. Upgrade yellow transverse crosswalk to yellow high-visibility crosswalk and install advance yield/stop markings at western approach across Robleel Ave.	15	$12,000
Peter Johansen High	El Vista Elementary	101	Viola St/Colfax Ave	Refresh the two yellow existing high-visibility crosswalks and install advance yield/stop markings at the eastern approach across Viola St and the northern approach across Colfax Ave. Construct curb extensions at the two northern corners. Refresh school pavement markings for all approaches.	15	$120,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Peter Johansen High	La Loma Junior High	92	Haddon Ave/ Rosina Ave	Refresh the four yellow transverse crosswalks at all approaches and install advance stop markings.	15	$20,000
Peter Johansen High	La Loma Junior High	91	Uccello Ave/N Conejo Ave	Refresh the yellow high-visibility crosswalk at the northern approach across N Conejo Ave and install advance yield markings.	15	$6,000
Peter Johansen High	La Loma Junior High	90	Roble Ave/N Conejo Ave	Refresh all yellow high-visibility crosswalks and install advance stop markings. Construct curb extensions at the two western corners.	15	$124,000
Peter Johansen High	La Loma Junior High	98	Miller Ave/N Conejo Ave	Refresh the yellow high-visibility crosswalk and install advance yield markings at the western approach across Miller Ave. Consider installing yellow transverse crosswalks and advance stop markings at the northern and southern approaches across N Conejo Ave. Install curb ramps at all four corners.	15	$36,000
Peter Johansen High	La Loma Junior High	125	Encina Ave/ Seagull Way	Refresh yellow high-visibility crosswalks with advance stop markings at the northern approach across Seagull Way and the eastern approach across Encina Ave.	15	$12,000
Peter Johansen High	Lakewood Elementary	128	Middleboro Pl/ Eastridge Dr	Install advance yield markings for the existing yellow high-visibility crosswalk southern approach across Eastridge Dr. Consider installing RRFB for the Eastridge Drive crosswalk.	15	$62,000
Peter Johansen High	Peter Johansen High	108	Creekwood Dr/ Claus Rd	Upgrade the two crosswalks at the western and eastern approaches across Creekwood Dr to yellow high-visibility crosswalks and install advance stop markings. Consider providing a leading pedestrian interval for both pedestrian crossings. Consider installing curb extensions.	15	$412,000
Peter Johansen High	Peter Johansen High	109	Creekwood Dr/ Norseman Dr	Upgrade the crosswalk at the western approach across Creekwood Dr to yellow high-visibility and install advance stop markings. Construct curb extensions at both corners.	15	$106,000
Peter Johansen High	Tuolumne Elementary	89	Pecos Ave/ Herndon Rd	Refresh all four yellow transverse crosswalks and install advance stop markings. Install curb ramps at the three corners with connecting sidewalks: northwest, northeast and southeast corners.	14	$35,000
Peter Johansen High	Tuolumne Elementary	87	Sonora Ave/ Herndon Rd	Upgrade the crosswalk at western approach across Sonora Ave to yellow high-visibility and install advance stop markings. Consider curb extensions at the two western corners.	14	$106,000
Peter Johansen High	Tuolumne Elementary	88	Sonora Ave/Avon St	Refresh the three existing yellow transverse crosswalks at northern and southern approaches across Avon St and eastern approach across Sonora Ave. Consider installing a fourth transverse crosswalk at the western approach across Sonora Ave. Refresh all advance stop markings. Install curb ramps at all four corners.	14	$40,000
Peter Johansen High	Tuolumne Elementary	86	Lucchesli Ln/ Herndon Rd	Upgrade both crosswalks at northern approach across Herndon Rd and eastern approach across Lucchesi Ln to yellow high-visibility crosswalks. Install advance yield/stop markings for both crosswalks. Construct curb extensions at the two northern corners. Construct a curb ramp at the northwest corner.	14	$117,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Peter Johansen High	Wilson Elementary	187	La Loma Ave/ Santa Barbara Ave - is this for Santa Barbara or Santa Rosa?? Says Santa Rosa in description and Santa Barbara already has crosswalks on north and south side	Build out the corners at the northern and southern approaches to square-up intersection. Install yellow transverse crosswalks and advance yield markings at both northern and southern approaches across Santa Barbara Ave. Install advance yield markings at eastern and western approaches across La Loma Ave, and consider installing an RRFB at this crossing.	13	$170,000
Peter Johansen High	Wilson Elementary	94	Pequeno Ave/Las Palmas Ave	Refresh the existing yellow high-visibility crosswalk at southern approach across Las Palmas Ave and consider installing yellow high-visibility crosswalks at the other three approaches. Install advance stop and yield markings at all approaches.	13	$24,000
Peter Johansen High	Wilson Elementary	95	Escuelita Ave/ Wilson Ave	Refresh yellow high-visibility crosswalks and install advance yield/stop markings at southern approach across Wilson Ave and eastern approach across Escuelita Ave. Construct a curb extension at the northeast corner.	13	$62,000
Peter Johansen High	Wilson Elementary	97	La Loma Ave/Las Palmas Ave	Upgrade the transverse crosswalk to a white high-visibility crosswalk and install advance yield markings at western approach across La Loma Ave. Consider installing an RRFB and consider constructing curb extensions.	13	$166,000
Thomas Downey High	Bret Harte Elementary	72	Glenn Ave/ Gutherie St	Upgrade all crosswalks to yellow high-visibility crosswalks with advance stop markings. Construct curb extensions at the northwest and northeast corners. Better align the crosswalk at the eastern approach across Glenn Ave with the existing curb ramp.	12	$124,000
Thomas Downey High	Bret Harte Elementary	73	Glenn Ave/Frazier St	Upgrade the crosswalk at western approach across Glenn Ave to yellow high-visibility crosswalk, refresh the crosswalk at southern approach across Frazier St, and install advance stop markings at both crosswalks. Consider constructing a curb extension at the northwest corner.	12	$62,000
Thomas Downey High	John Muir Elementary	121	Lucern Ave/ Hunter Ave	Refresh both yellow high-visibility crosswalks at southern approach across Hunter Ave and eastern approach across Lucern Ave. Install advance yield/stop markings. Consider shifting the eastern crosswalk to move away from school driveway. Construct curb ramps at all three corners with crosswalks. Consider replacing existing signs and lights with RRFB.	11	$87,000
Thomas Downey High	Robert Elliott Alternative Education Center	114	E Orangeburg Ave/Sunrise Ave	Upgrade all four crosswalks to yellow high-visibility crosswalks. Consider providing a leading pedestrian interval for all crossing phases.	11	$116,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Thomas Downey High	Robert Elliott Alternative Education Center	115	E Coolidge Ave/ Sunrise Ave	Refresh the yellow high-visibility crosswalk and install advance yield markings at southern approach across Sunrise Ave. Consider shifting the crosswalk south to increase separation from the school driveway. Construct a curb ramp at the eastern corner. Location has an existing RRFB.	11	$11,000
Thomas Downey High	Rose Avenue Elementary	120	Wylie Dr/Brighton Ave	Refresh the existing yellow high-visibility crosswalks and advance yield/stop markings at the southern approach across Brighton Ave and eastern approach across Wylie Dr. Consider installing RRFB for the crossing at the southern approach across Brighton Avenue.	11	$72,000
Thomas Downey High	Rose Avenue Elementary	123	Kruger Dr/Rose Ave	Consider installing yellow high-visibility crosswalks at all four approaches. Install advance stop/yield markings. Construct curb ramps at all four corners. Paint red curb around all corners.	11	$44,795
Thomas Downey High	Rose Avenue Elementary	124	Kruger Dr/ Muirswood Way	Consider installing yellow high-visibility crosswalks at all four approaches. Install advance stop/yield markings. Construct curb ramps at all four corners.	11	$44,000
Thomas Downey High	Rose Avenue Elementary	122	Meadowlark Dr/ Muirswood Way	Consider installing a yellow high-visibility crosswalk at the northern approach across Muirswood Way with advance yield markings. Consider installing RRFB.	11	$66,000
Thomas Downey High	Shackelford Elementary	83	School Ave/Bowie Ave	Upgrade all four crosswalks to yellow high-visibility crosswalks and install advance stop markings. Consider installing curb extensions at the two northern corners.	10	$124,000
Thomas Downey High	Shackelford Elementary	85	El Paso Ave/Bowie Ave	Upgrade all four crosswalks to yellow high-visibility crosswalks and install advance stop markings.	10	$24,000
Thomas Downey High	Shackelford Elementary	84	Crockett Ave/ Bowie Ave	Upgrade the crosswalk at the southern approach across Bowie Avenue to a yellow high-visibility crosswalk and install advance yield markings. Refresh the yellow transverse crosswalk and install advance stop markings at eastern approach across Crockett Ave. Consider curb extensions at the two southern corners.	10	$111,000
Thomas Downey High	Sonoma Elementary	126	E Orangeburg Ave/Sonoma Ave	Upgrade all three crosswalks to yellow high-visibility crosswalks at southern approach across Sonoma Ave as well as western and eastern approach across E Orangeburg Ave. Consider relocating the eastern and western crosswalks to not land in a private driveway.	8	$12,000
Thomas Downey High	Sonoma Elementary	127	Laramie Dr/ Sonoma Ave	Consider installing a yellow transverse crosswalk at the eastern approach across Laramie Dr with advance stop markings.	8	$5,000
Thomas Downey High	Thomas Downey High	119	Locke Rd/ Brighton Ave	Consider installing yellow transverse crosswalks with advance stop markings at all four approaches.	8	$12,000

Table 13: *Proposed & Prioritized Spot Improvements, continued*

High School Catchment Area	School	Project Number	Project Location	Project Description	Priority Score	Total Project Cost
Thomas Downey High	Thomas Downey High	116	E Fairmont Ave/ Coffee Rd	Upgrade all crosswalks to yellow high-visibility crosswalks and install advance stop bars at northern and southern approaches across Coffee Rd and western approach across E Fairmont Ave. Consider providing a leading pedestrian interval for all crossing phases.	6	$422,000
Thomas Downey High	Thomas Downey High	118	Locke Rd/Coffee Rd	Consider installing a yellow high-visibility crosswalk and advanced stop bars with a pedestrian hybrid beacon at northern approach across Coffee Rd. Consider installing yellow high-visibility crosswalk at eastern approach across Locke Rd. Consider constructing curb extensions at both eastern corners.	4	$510,000

Table 14: Funding Values

Facility Type	Per Unit Costs	Unit	Notes
High Visibility Crosswalk	$4,000	Each	–
Transverse crosswalk	$3,000	Each	–
Curb extensions/ Corner Radii	$50,000	Each	varies by size
Leading Pedestrian Interval	$100,000	Each	Cost varies based on the cost of existing and required equipment
Slip Lane (Free-Right Turn Lane) Removal	$100,000	Each	varies by size
Pedestrian-only Signal Phase	$100,000	Each	Cost varies based on the cost of existing and required equipment
Median Refuge Island	$50,000	Each	varies by size
Curb ramps	$5,000	Each	–
Signage	$500	Each	–
RRFB	$60,000	Each	–
Pavement Markings (stop/yield)	$2,000	Each	–
Wayfinding Signs	$30,000	Per Mile	Ten signs per mile
Neighborhood Traffic Circle	$150,000	Each	–
Median (short)	$50,000	Each	varies by size
Protected Intersection	$500,000	Each	–
Pedestrian Hybrid Beacon	$400,000	Each	–
Red Curb Paint	$26,500	Per Mile	20 ft per red curb on one side of a crosswalk
Sidewalk	$500,000	Per Mile	Six-foot wide sidewalk on one side of the street

Facility Type	Per Unit Costs	Unit	Notes
Slip Lane Removal Study	$7,500	Each	Includes traffic counts and up to 30% engineering design. Cost varies based on location complexity and analysis decisions.
Intersection Study	$15,000	Each	Includes traffic counts, warrant study, and up to 30% engineering design. Cost varies based on location complexity and analysis decisions.
Quick Build Curb Extension	$10,000	Each	Includes paint and post exclusion zone.

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