

Title	<b>Stanislaus Council of Governments</b> 2025 ATP Medium Infrastructure Application
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**ACTION REQUIRED: ATP Cycle 7 Project Application 10-Stanislaus Council of Governments-1**

Score	n/a
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**ATP: Previously Submitted Applications** 08/19/2024

Score	n/a
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Has this project been submitted in a previous ATP cycle? No

If there are any changes in the scope of work from the previous cycle, please provide a brief description.

**ACTION REQUIRED: ATP Cycle 7 Project Awardee Application** 11/20/2024

Score	n/a
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REQUIRED: Update Funding Years and ATP Totals  
[C7.atp-adopted-funds-template.xlsx](#)

**Original Submission** 06/18/2024

Score	n/a
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- Part A: General Application Questions
- Part A1: Applicant Information

Implementing Agency Name Stanislaus Council of Governments

Implementing Agency's LOCODE 6089, Stanislaus Council of Governments

Implementing Agency's Address 1111 I Street  
Suite 308  
Modesto  
CA  
95354  
US  
37.64066  
-120.99816

Implementing Agency's Primary Contact Person Elisabeth Hahn

Primary Contact Person's Title Deputy Executive Director of Planning

Primary Contact Person's Phone Number +12095254633

Primary Contact Person's Email Address ehahn@stancog.org

Implementing Agency's Secondary Contact Person Tony Harris

Secondary Contact Person's Title Manager of Strategic Project Delivery

Secondary Contact Person's Phone Number +12095254644

Secondary Contact Person's Email Address tharris@stancog.org

Does the implementing agency currently have a Master Agreement with Caltrans?

Yes

Implementing Agency's Federal Caltrans Master Agreement Number	10-6089F15
Implementing Agency's State Caltrans Master Agreement Number	00549S
Does this project have a Project Partnering Agency?	Yes
Project Partnering Agency Name	Stanislaus County
Project Partnering Agency's Contact Person	Sam Chrun
Contact Person's Title	Deputy Director Engineering Services
Contact Person's Phone Number	+12095254133
Contact Person's Email Address	chruns@stancounty.com
Attach a letter of intent or other documentation: <a href="#">LetterOfIntent_Stancounty_05.28.24.pdf</a>	
Part A2: General Project Information	
Project Name:	Church Street Mobility Enhancement Project

Summary of Project Scope: Many streets in the disadvantaged community of Empire, in rural Stanislaus County, are without sidewalks. Streets with sidewalks often have ADA non-compliant driveways and obstructions (mailboxes, utility and sign poles) that restrict accessible travel. Students, parents, seniors, persons with disabilities and other residents that don't travel by car are at greater risk of injury or fatal collision as a result of current travel conditions. The Church Street Mobility Enhancement Project will transform the pedestrian environment on key streets in Empire as follows:

- Install over 1 mile of new sidewalks along Church, 1st, and 2nd Streets;
- Remove and replace ADA non-compliant driveways and sidewalk obstructions on Church Street, 1st Street, and 2nd Street;
- Install curb extensions, neckdowns, high visibility crosswalks, flashing stop signs, and rapid flash beacons to improve safety and visibility at crossings, slow traffic on Church Street, and increase driver awareness of pedestrians;
- Install street lighting to facilitate nighttime walking;
- Install decorative paving at key locations to enhance the pedestrian environment;
- Install new curb and gutter where not present;
- Replace non-compliant gutters on 1st and 2nd Streets for vertical separation between the road surface and new sidewalk;
- Install drainage improvements with new sidewalks to create positive drainage and avoid ponding of water in the street; and
- Construct asphalt rehabilitation where needed to accommodate new and replacement gutter pans and curb extensions.

Active Transportation Program funding is vital to delivery of this transformative project. The project will reverse decades of disinvestment in Empire's road network and transform the pedestrian environment for all users by creating safe access to schools, parks, the post office, grocery, and other destinations. Without the ATP funds, the community will continue to feel the harmful effects of past transportation disinvestment, including safety, health, and economic burdens.

Summary of Outcomes/Outputs: Construct 8 curb extensions, 4 neckdowns, 13 crosswalks, 25 curb ramps, 7 rapid flashing beacons, 2 flashing stop signs, 5,900 feet of new sidewalk, 850 feet of reconstructed sidewalk, and 11 streetlights for pedestrian safety/connectivity.

Federal Transportation Improvement Program (FTIP) Project Description: Design, acquire R/W and construct new/replacement sidewalks, curb extensions, high visibility crosswalks, neckdowns, rapid flashing beacons, flashing stop signs, and street lights.

Project Location: In Empire, on Church St. from Yosemite Blvd. (State Route 132) to north of McCoy Ave., on 1st St. from Church St. to G St., and on 2nd St. from Church St. to G St.

Attach a project location map

[Project\\_Location\\_Map.pdf](#)

List all cities that the project will affect. All cities must be located within the State of California.

### Cities.xlsx

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Infrastructure Project 37.640897  
Coordinates -  
Latitude

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Infrastructure Project -120.902482  
Coordinates –  
Longitude

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Is this project located No  
within 500 feet of a  
freeway or roadway  
with a traffic volume  
over 125,000 annual  
average daily traffic  
(AADT)?

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Enter the 2010 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

### 2010 Census Tracts.xlsx

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Enter the 2020 Census 11-digit census tract Geographic Identifier (i.e., 06XXXXXXXXXX) for each census tract that the project benefits.

### 2020 Census Tracts.xlsx

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Caltrans District: 10

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Congressional 13  
Districts (Select all  
that apply):

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State Senate 4  
Districts (Select all  
that apply):

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State Assembly 22  
Districts (Select all  
that apply):

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County Stanislaus

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Metropolitan Planning StanCOG  
Organization (MPO)

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Regional None  
Transportation  
Planning Agency  
(RTPA)

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Urbanized Zone Area Project is located within one of the ten large MPOs  
(UZA) Population:

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Within the last ten years, have there been any previous State or Federal ATP, SRTS, SR2S, BTA, or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of the project scope of this application?

No

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Part A3: Project Type

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Select the plans your agency currently has (select all that apply):

Other

List other plans that include bicycle and/or pedestrian improvements:

Community Transportation Needs Assessment; Regional Transportation Plan; Non-Motorized Transportation Plan

Is the proposed project in a current plan?

Yes

Select project sub-types (select all that apply):

Pedestrian Transportation  
Safe Routes to School

Pedestrian Transportation - % of Project

100

Please complete the table below for all schools that the project benefits:

[SRTS List.xlsx](#)

Attach school documentation here. See below for requirements.

[PartA3\\_SRTS\\_Attachment.pdf](#)

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Part A4: Project Details

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Indicate the project improvement types included in the project/program/plan:

Pedestrian Improvements  
Crossing & Intersection Improvements  
Vehicular-Roadway Traffic-Calming Improvements

Note: When quantifying the active transportation improvements proposed by the project, do not double-count improvements — list each planned improvement in only one category. For example, please do not list a new Class I trail as both a Bicycle and Multi-Use Improvement. Please use the optional “Other Improvements” fields to provide specific details for improvements already listed in existing categories. For example, if constructing 10,000’ of Class II bike lanes — of which 2,000’ is buffered and the rest is standard — input 10,000 in the New Bike Lanes/Routes Class II field, and enter “Class II buffered bike lane: 2000 linear feet” in the Other Bike Improvements field.

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#### Pedestrian Improvements

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What percentage of pedestrian-related project costs are going towards closing a gap in infrastructure?

67

Please complete the table below:

[Pedestrian Improvements.xlsx](#)

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#### Crossing and Intersection Improvements

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Please complete the table below:

[Crossing Improvements.xlsx](#)

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#### Vehicular-Roadway Traffic-Calming Improvements

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Please complete the table below:

[Traffic Calming.xlsx](#)

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#### Right-of-Way (R/W) Impacts

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Is 100% of the project within the Implementing Agency’s R/W and/or is within their control at the time of application?

No

Select all that apply: Project will likely require R/W in fee ownership, permanent easements, and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

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Project will require private property R/W acquisitions or utility relocations:  
Note: The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

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Total number of private R/W parcels expected to be impacted:

7

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Total number of utility companies expected to be impacted:

2

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Total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations:

18

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Has the project schedule been developed to account for this time?

Yes

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Part A5: Project Schedule 1. Per the 2025 ATP Guidelines, all project applications must be submitted with the expectation of receiving federal funding. Therefore, the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including NEPA environmental clearance. Each CTC allocation must also have a Notice to Proceed with Federally Reimbursable Work. 2. Prior to estimating the duration of the project delivery tasks below, applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff. 3. The proposed CTC Allocation dates must be between July 1, 2025 and June 30, 2029 to be consistent with the available ATP funds for Cycle 7. 4. PS&E and R/W phases can be allocated at the same CTC meeting.

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Project Approval & Environmental Document (PA&ED) Project Delivery Phase:

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Will ATP funds be used in the PA&ED phase of the project?

Yes

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Proposed CTC PA&ED allocation date:

9/1/2025

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Notice to Proceed with Federally Reimbursable ATP Work: 11/1/2025

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Expected or past start date for PA&ED activities: 3/1/2026

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Number of months to complete CEQA and NEPA studies and approval: 12

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Expected or past completion date for the PA&ED phase: 3/1/2027

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Applications showing the PA&ED phase as complete must attach the signature pages for the CEQA and NEPA documents, including project descriptions covering the full scope:

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Plans, Specifications, and Estimates(PS&E) Project Delivery Phase:

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Will ATP funds be used in the PS&E phase of the project? Yes

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Proposed CTC PS&E allocation date: 4/1/2027

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Notice to Proceed with Federally Reimbursable ATP Work: 6/1/2027

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Expected or Past Start Date for PS&E Activities: 6/15/2027

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Number of months to complete PS&E: 18

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Expected or past completion date for the PS&E phase: 12/15/2028

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Right-of-Way (R/W) Project Delivery Phase:

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Will ATP funds be used in the R/W phase of the project?

Yes

Proposed CTC R/W allocation date:

4/1/2027

Notice to Proceed with Federally Reimbursable ATP Work:

6/1/2027

Expected or past start date for R/W activities:

6/15/2027

Number of months to complete the R/W engineering, acquisition, and utilities:

18

Expected or past completion date for the R/W phase:

12/15/2028

Applications showing the R/W phase as complete must attach the Caltrans approved R/W Certification:

Construction (CON) Project Delivery Phase:

Will ATP funds be used in the CON phase of the project?

Yes

Proposed CTC CON Allocation Date:

1/15/2029

Notice to Proceed with Federally Reimbursable ATP Work:

5/15/2029

Expected start date for construction activities:

6/1/2029

Number of months  
needed to complete  
construction  
activities:

12

Expected completion  
date for the CON  
phase:

6/1/2030

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Part A6: Project Funding

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Total Project Cost

9744

Total ATP Request

7795

Please complete the table below in thousands:

[Funding Table.xlsx](#)

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ATP Funding Type Requested Per the 2025 ATP Guidelines, all ATP projects with construction capital values of \$1 million or more must be eligible to receive federal funding. Agencies with projects under this threshold, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State-Only funding. A request for state-Only funds does not guarantee it will be granted.

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Do you believe your  
project warrants  
receiving state-only  
funding?

Yes

Provide a brief  
explanation.

There are no federal funds budgeted to this project. Stanislaus County is a self-help County, and the local match is from Measure L transportation sales tax. The local match is 20%, exceeding minimum standards. Providing relief from the time-intensive federal aid process would greatly benefit the severely disadvantaged Empire community.

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Applicants requesting state-only funds must attach a completed Exhibit 25-F:

[attachment-j-exhibit25-f-request-for-state-atp-funding\\_V4\\_061224.pdf](#)

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ATP Project Programming Request (PPR)

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Attach the completed Exhibit 25-I - Project Programming Request (PPR) here:

[Attachment\\_I\\_Exhibit25i\\_PPR.pdf](#)

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Part A7: Screening Criteria The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

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Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO, and/or Caltrans funding program?

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No

Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?

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No

Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?

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No

Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?

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No

Document why the project should still be considered as being "consistent with the Regional Plan".	<p>The Stanislaus Council of Governments Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted on August 17, 2022, per Resolution 22-11. The Stanislaus Council of Governments Community Transportation Needs Assessment (CTNA), which includes the proposed project and was funded by a Caltrans' Sustainable Communities competitive grant, was adopted three months later in November 2022, per Resolution 22-33. Since the project was adopted afterward, it was not included in the current version of the RTP/SCS.</p> <p>The project should still be considered consistent with the Regional Plan because the CTNA is a county-wide regional document that was prepared consistent with the goals, objectives and policies of the RTP/SCS. The project specifically addresses the following RTP/SCS goals: Mobility &amp; Accessibility (increased percentage of trips by bike/walk/transit); Social Equity; Economic and Community Vitality (access to jobs); Environmental Quality (clean air benefits); and Safety &amp; Health (safer streets &amp; increased physical activity). In addition, the CTNA included a robust public participation program consistent with the type of public participation processes used for the RTP/SCS.</p> <p>StanCOG is currently preparing an RTP/SCS Update that will include the Church Street Mobility Enhancement Project. The RTP/SCS Update is scheduled for adoption by the StanCOG Board on September 18, 2024.</p>
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Is the implementing agency Caltrans?	No
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Part B: Narrative Questions

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QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

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Does this project qualify as benefitting a Disadvantaged Community?	Yes
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A. Disadvantaged Community Map (0 points)

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Attach a map of the project boundaries, disadvantaged community access points, and destinations:

[DAC\\_Destination\\_Combined.pdf](#)

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B. Identification of Disadvantaged Community (0 points)

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Select one of the following tools to identify the disadvantaged community:	CalEnviroScreen (CES) 4.0
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CalEnviroScreen 4.0: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under “SB 535 List of Disadvantaged Communities”.

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## CalEnviroScreen (CES) 4.0

[CES.xlsx](#)

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Highest CES Score from table above: 54.44

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CES Score for census tract(s) that the project benefits (cell B38 in table above): 54.44

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Please attach a copy of CalEnviroScreen page for each census tract listed above. Attach all pages as one pdf.

[CES4.0\\_Map\\_Data\\_V3.pdf](#)

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### C. Direct Benefit (0-4 Points)

C1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Empire has a CalEnviroScreen (CES) score of 54.44, placing it in the 92nd percentile, among the most disadvantaged communities in California. Less than 8% of other communities have a more significant cumulative impact from environmental health conditions. Empire residents have important needs not being met:

- Per the Healthy Place Index (HPI), only 60.6% of Empire residents aged 20-64 have a job, compared to 72.9% statewide.
- Per HPI, per capita income in Empire is \$19,300, compared to \$37,200 statewide.
- Per HPI, only 5.73% of Empire residents have a bachelor's degree or higher, compared to 34.1% statewide.
- Empire ranks in the lowest 23.5% for park access, which is a measure of the percent of people living within walkable distance (half-mile) of a park, beach, or open space.
- Per HPI, 36.2% of low income renters experience severe housing cost burden in Empire, compared to 26.2% statewide.
- Per CES, Empire ranks in the top 90th percentile for pollution burden and has higher than average rates of cardiovascular disease and asthma (69th percentile each).
- Per the Stanislaus County 2020 Community Health Assessment (CHA), Stanislaus County adults have a 21% higher rate of diabetes compared to statewide.
- Per HPI, 28.8% of communities in California experience higher ozone levels than Empire. Prolonged exposure to high ozone levels can increase the risk of cardiovascular and respiratory diseases, poor birth outcomes, and premature death.
- Per CHA, only 1.2% of County workers over age 16 take an active

commute to work, compared to 3.5% statewide.

The project closes six distinct gaps in the Empire sidewalk system. The project also provides traffic calming and roadway crossing improvements along Church Street to offset high vehicular speeds and failure to stop at stop signs; removal and replacement of ADA non-compliant driveways and other sidewalk obstructions; and installation of new street lighting. The improvements lead to Empire's most important destinations: Empire Elementary School, Empire Regional Park, Empire Public Library, the Empire Pool/Regional Water Safety Center, Police Athletic League, Garcia's Market (grocery), the U.S. Post Office, Stanislaus Regional Transit Authority bus routes 24 & 50 with stops at SR-132/G Street, Glick Middle School, and numerous other restaurants and retail businesses along SR-132.

The project will result in transformative improvements to the Empire community by reducing fatal and injury crashes and the health burdens that those can have on residents. The project will also provide significant access to the economic opportunities provided by schools, libraries and workplaces, increasing the active transportation mode share. The HPI notes that transportation to jobs, schools, and other essential destinations is fundamental to getting and keeping jobs, learning the skills necessary for employment, and accessing economic opportunities. Studies show that education in general is linked to positive health outcomes including increased life expectancy and reduced chronic disease rates, as well as negative health outcomes including infant mortality. Additional benefits include improved access to parks, reduced Vehicle Miles Traveled, improved air quality, and reduced risk from cardiovascular disease, asthma and diabetes.

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C2. Explain how disadvantaged community residents will have physical access to the project.

The entirety of the project area is located within the disadvantaged community of Empire. Residents originating from and visitors destined for the disadvantaged community will be able to access the project improvements directly from the front doors and walkways of their residences, public facilities and places of business.

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C3. Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for

The Church Street Mobility Enhancement Project was developed through a Community Transportation Needs Assessment (CTNA) funded by a Caltrans Sustainable Communities Grant. The CTNA's public participation process engaged the disadvantaged community with outreach through stakeholder groups active in the community and members of the public. StanCOG also coordinated with Caltrans District 10 and Stanislaus County throughout the development of the plan.

The first phase of public engagement included an online community survey and a community workshop. Notifications for the survey and workshop were designed to reach the disadvantaged community through a variety of channels. The study team sent emails to a stakeholder/resident list of over 130 persons; outreached to community-based organizations to encourage them to inform their members about the availability of the survey; made personal calls to stakeholders; and conducted additional outreach through social media. Printed copies of the survey were made available at the

the community.

Empire Community Library, Empire Residential Home, and Project YES, youth employment services (non-profit) organization. All printed and online materials were available in English and Spanish.

Survey findings:

- Traveling in Empire is difficult for 43% of respondents but is more difficult for children/families (55%), seniors (60%), and persons with disabilities (58%).
- Respondent's top concerns about the transportation environment are:
  - o Not enough sidewalks or broken sidewalks (62%)
  - o Not enough safe places to cross the street (50%)
  - o It's too dark (49%).
  - o Cars drive too fast and don't stop when I'm crossing the street (46%)

Community workshop responses:

- "Church Street has a lot of fast drivers and is mostly travelers coming from Modesto"
- "Too many places don't have sidewalks"
- "There aren't enough sidewalks, or sidewalks are broken"
- "Cars drive too fast"
- "There aren't enough safe places to cross the street"
- "There is not enough lighting"
- "If there were sidewalks people will feel safer allowing their kids to ride bikes"
- "Sidewalks needed to create a barrier between people and the road for greater safety"
- "Most sidewalks are so narrow that you cannot fit two people or a wheelchair on them"

The Church Street Mobility Enhancement Project directly addressed the survey and workshop comments provided by the disadvantaged community. When conceptual plans were presented to the community, the project team documented these key takeaways for Church Street:

- Overwhelming support for proposed concepts
- Sidewalks are a priority treatment
- Additional treatments needed to address speeding along Church Street

Displacement can occur when project improvements increase the desirability of a neighborhood that leads to rent or property value increases. The project improvements for Church, 1st and 2nd Streets in Empire are typical for streets within a residential subdivision. The project will put the Church Street corridor on par with subdivisions under similar circumstances and is not anticipated to increase rents or property values. Displacement was not identified as a concern in any of the community engagement efforts.

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Attach documentation to show disadvantaged community support:

[Documentation\\_DAC\\_Support.pdf](#)

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D. Project Location (0-2 Points)

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Select the option that best describes the project location: Project is fully in a disadvantaged community

D. Severity (0-4 Points) Severity is calculated by the CTC , based on the information provided in B. Identification of Disadvantaged Community.

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BIKING (0-40 POINTS) Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users.

Safe Routes to School Data:

[SRTS Summary.xlsx](#)

A. Statement of Project Need (0-20 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?

Empire is a rural unincorporated community in Stanislaus County that covers approximately 1.5 square miles. Almost 70% of Empire's 4,202 residents identify as Hispanic or Latino. Land uses in Empire are characterized by low density housing, schools, parks, retail and other essential services.

The community is bound by agricultural land to the north, east and south, industrial development to the south, irrigation canals to the north and south and the City of Modesto to the west. The community has a compact, grid street network, but most streets do not have sidewalks. The lack of sidewalks and geographic isolation incentivize driving. Under current conditions, those students, parents, and other residents in the community that choose to walk are at great risk of collisions that could result in serious injury or fatality. This poses a significant health burden for the many working-class families in the disadvantaged Community of Empire.

Empire residents experience significant social, economic and environmental disadvantages:

- Empire has a CalEnviroScreen (CES) score of 54.44, which places it in the 92nd percentile for CES. Less than 8% of other communities in California have a more significant cumulative impact associated with environmental health conditions.
- Per the census, the median income in Empire is \$45,769, which compares to \$75,886 in Stanislaus County and \$91,551 in California.
- The Healthy Places Index (HPI) identifies Empire as among the lowest 12.4% of census tracts for health conditions.
- Empire Elementary School has 375 K-6 students, of which 325 or 86.7% qualify for the Free or Reduced Price Meals.
- Glick Middle School has 624 7th and 8th grade students, of which 495 or 79.3% qualify for the Free or Reduced Price Meals.
- Per the census, 44.6% of households in Empire have zero or only one vehicle available. This compares to 37.0% of households statewide. This disparity reinforces the economic disadvantage faced by Empire residents.
- Per CalEnviroScreen, Empire ranks in the top 90th percentile for pollution

burden, with higher than average rates of cardiovascular disease and asthma (69th percentile each).

- Per HPI, only 28.8% of California communities experience higher ozone levels than Empire.

The proposed project provides an integrated solution for enhancing pedestrian access that will make it safer and more convenient for the residents of Empire (including non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities) to walk to school, work, groceries and other destinations. The transportation solutions include:

- Replacing ADA non-compliant driveways and moving poles, signs, mailboxes and other obstructions on existing sidewalk segments of Church Street to facilitate walking by youth, seniors and persons with disabilities.
- Closing 6 gaps in the sidewalk system totaling over 1 mile in length to create direct connectivity between residences and community destinations;
- Enhancing safety at intersections by installing curb extensions, high visibility crosswalks, flashing stop signs and rapid flashing beacons that shorten crossing distances, increase driver awareness of pedestrians, and increase stop sign compliance;
- Installing curb extensions and neckdowns to provide traffic calming on Church Street to reduce traffic speeds, reduce crossing distances, and warn motorists of the presence of pedestrians;
- Adding street lights for nighttime safety;
- Adding enhanced concrete paving at key locations to create an inviting pedestrian environment that further encourages pedestrian activity.

Key destinations directly served by the project include Empire Elementary School., Head Start, Stanislaus Military Academy, Empire Community Library, Empire Regional Park (including the Empire Community Pool and Police Athletics League), Garcia's Market, and Empire Community School (private) and (indirectly) Glick Middle School.

StanCOG developed the proposed pedestrian improvements in partnership and collaboration with Caltrans and Stanislaus County. While StanCOG is taking the lead on the Church Street Mobility Enhancement Project, Caltrans is taking the lead on bicycle and pedestrian improvements in Empire along State Route 132/Yosemite Boulevard using non-ATP funds. These improvements include new sidewalks, new Class IV cycle track, and high visibility crossings along SR-132. The SR-132 improvements are in the final design phase and are anticipated to start construction in 2027 (see Additional Attachments). Together with the Church Street project proposed by this ATP grant, additional access will be provided to the U.S. Post Office, Stanislaus Regional Transit Authority bus stops, and retail businesses on both sides of SR-132.

With ATP funding, the project will create transformative improvements to Empire as follows:

- Between 2016 and 2020, there were 89 crashes in Empire concentrated on Yosemite Boulevard, Church Street, and B Street, with 12% of the crashes resulting in fatalities or serious injuries. The sidewalk accessibility improvements and new sidewalk segments means that students and families will no longer have to share the road with fast-moving vehicles,

reducing the potential for fatality and serious injury collisions. This will significantly reduce the health burden for the many working-class families that call Empire home.

- Currently, Empire residents disparity in car ownership limits their access to educational, employment and economic opportunities. The proposed project will facilitate resident access to schools, parks, library, jobs and transit. This will increasing economic opportunities for Empire residents and help reduce the economic disparities they currently experience.
- Increased walking will reduce localized ozone levels and reduce the risk of cardiovascular and respiratory diseases, asthma, poor birth outcomes, and premature death, resulting in positive health outcomes for Empire residents.

Without vital ATP funding, the underrepresented Empire community will continue to experience significant transportation-related safety, health and economic burdens.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

Select all options that apply:

The project closes a gap  
The project creates new routes  
The project removes a barrier to mobility

Number of Gaps: 6

Total length of gap in feet: 5900

Type of barrier(s) (select all that apply): Safety

Describe how the project links, connects to, or encourages the use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional,

Church, 1st and 2nd Streets, together with Yosemite Boulevard (State Route 132), provide critical connections to the most important destinations in Empire. All of these roads have sidewalk gaps and barriers to travel that result in significant active transportation challenges. The existing conditions incentivize driving and reduce active transportation as a mode choice. The conditions also result in safety risks for those residents who choose active modes. The increased potential for injury and fatal collisions and the decreased physical activity resulting from the road conditions poses a significant health burden for the many working-class families in the disadvantaged Community of Empire. The Church Street Mobility Enhancement Project will address the deficiencies along Church, 1st and 2nd Street by closing six sidewalk gaps and removing four critical barriers to travel. The improvements will result in three safe and continuous routes to key destinations in Empire.

As shown on the Gap Closures exhibit, two of the sidewalk gaps are on Church Street, where it is missing sidewalk on its west side from 2nd Street to north of McCoy Avenue and on its east side from 1st Street to north of McCoy Avenue. The four additional sidewalks gaps are on 1st and 2nd Streets, where both streets are missing sidewalk on their north and south sides. The project proposes to install 5,900 feet of new sidewalk in these areas to close all 6 gaps.

state, or national trail systems, recreational and visitor destinations or other community-identified destinations. Specific destinations must be identified.

As shown on the Barriers Exhibit, Church Street has four significant barriers to active transportation that make users feel unsafe. The barriers incentivize auto travel and discourage walking. The barriers and solutions are:

- 1) Excessive speeds on Church Street. The project will add curb extensions, neck downs, high visibility crosswalks and rapid flash beacons at select intervals to slow traffic and enhance safety for pedestrian traveling along or crossing Church Street.
- 2) Non-compliant driveways and sidewalks. The project will remove and replace non-compliant driveways and sidewalk segments totaling 850' with mountable curbs and ADA-compliant sidewalks.
- 3) Lack of street lights. Eleven new street lights, including one each at the project's 5 intersections, will be installed along Church Street in accordance with County standards to increase visibility and enhance safety and security for pedestrians, cyclists and motorists.
- 4) Sidewalk obstructions (signs, poles mailboxes). The project will move existing sidewalk obstructions to ensure compliance with the Americans with Disabilities Act.

Caltrans is leading a related effort (using SHOPP and other non-ATP funds) to improve conditions for bicyclists and pedestrians on SR-132/Yosemite Boulevard. Caltrans Project 10-L210 will install new curb ramps, continuous sidewalks and new high visibility crosswalks on Yosemite/SR-132 from E Street to H Street, including a connection to Church Street (construction start anticipated 2025). Caltrans Project 1P010 will install a Class IV cycle track from E Street to I Street and new sidewalk from H Street to I Street, which will then connect to Class II buffered bike lanes that lead 5.8 miles to Downtown Modesto (construction start anticipated 2027). See Additional Attachments for Caltrans' project plans.

As shown on the Routes Map, the closure of the six sidewalk gaps and removal of four key barriers to active modes will resulting in three safe and continuous routes to key destinations in Empire:

Route 1 (Church Street to SR-132/Yosemite Blvd) provides access to healthy foods at Garcia's Market (grocery) and (indirectly) Glick Middle School. Together with the upcoming Caltrans bike/ped projects, Route 1 also provides access to: U.S. Post Office, , Rico's Pizza, Empire Community School, Empire Veterinary, other businesses, and StanRTA bus stops for Routes 24 and 50. Route 24 provides service between Empire and Riverbank, with connections to Johansen High School, Riverbank Crossroads Shopping Center, and Enochs High School. Route 50 travels between the Modesto Transit Center, Empire and Waterford, with stops at schools, government buildings, the post office, and grocery stores.

Route 2 (Church Street to 2nd Street to G Street) provides direct access to Empire Elementary, Empire Head Start Center, and Modesto Empire Little League fields.

Route 3 (Church Street to 1st Street to G Street) provides direct access to Empire Public Library, Empire Regional Park and playgrounds, Empire Pool

and Regional Water Safety Training Center, Stanislaus Military Academy (H.S.), Tactical Charter Academy (middle school), Stanislaus County Police Athletic League, Family Dollar.

The project gap closures and barrier removals compliment the planned Caltrans improvements and create a walkable community with routes to most key destinations in Empire, providing substantial opportunity to increase active transportation mode share.

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Please provide a map of each gap closure, new route location, barrier, and/or new improvement:

[Combined\\_Gap\\_Barrier\\_Route\\_Exhibits.pdf](#)

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QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

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A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points) Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool as the safety data source, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

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1. For applicants using the TIMS ATP tool, attach the items listed below:

[TIMS\\_ATP\\_Tool\\_Report.pdf](#)

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2a. For applicants using another data source, attach relevant documents below:

[Additional\\_Safety\\_Collision\\_Attachments.pdf](#)

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2b. Data and corresponding methodologies in written form can be included here (optional):

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3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

[Collision\\_Summary.xlsx](#)

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4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one

The community of Empire was one of two communities, among a total of 21 analyzed in Stanislaus County, selected by StanCOG for a focused Community Transportation Needs Assessment (CTNA). Empire was selected due to its significant social, economic and environmental disadvantages, and significant transportation needs. One of the quantitative metrics used to determined transportation needs in each community was crash history.

of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

Empire was one of only four disadvantaged communities within all of Stanislaus County with a crash rate in the top 25th percentile. Between 2016 and 2020, there were 89 crashes in Empire concentrated on Yosemite Boulevard, Church Street, and B Street, with 12% of the crashes resulting in fatalities or serious injuries. Of the 89 crashes, 7% involved pedestrians. However, pedestrian-involved crashes accounted for 18% of the fatal and serious injury crashes, demonstrating the vulnerability of pedestrians in the community. Vehicular speeding was causative for 36 percent of the crashes in Empire. This information was a key factor in StanCOG's selection of Empire as one of only two communities out of 21 candidate communities to receive a focused transportation needs assessment. When the community was later surveyed, 46 percent of respondents said that motorists drive too fast. Participants in project workshops and design charrettes echoed this sentiment; there is a widespread feeling among residents that travel speeds are too high given the current roadway conditions including narrow lanes and the lack of sidewalks.

After selecting the community of Empire for the needs assessment, the project team identified 5 corridors in Empire which had the most significant multimodal needs. The selection was based upon community input, field surveys and data analysis. At the time, the most recent 5 years of SWITRS data (2016-2021) showed 9 motor vehicle collisions on Church Street between SR-132 and McCoy Avenue (see attachment in section 2a, additional collision data source). This was second only to SR-132/Yosemite for number of collisions in Empire. In the community open house workshop, many residents noted that while Church Street is a common route to most community destinations, speeding, failure to stop at stop signs and the lack of sidewalks on Church Street were significant safety concerns. For these reasons, Church Street corridor is considered one of StanCOG's top priorities for addressing safety and was one of two corridors in Empire selected for development of transportation improvement conceptual designs. The other corridor selected for development of conceptual plans was SR-132/Yosemite Boulevard from E St. to I St., which connects with StanCOG's proposed project along Church Street. Caltrans is advancing the SR-132/Yosemite improvements with two projects that will use SHOPP and other non-ATP funding, with construction anticipated to start in 2027.

The TIMS ATP collision summary identifies two bike/ped injury collisions in the project area in the most recent 5 years, one crash involving a collision between a cyclist and a motor vehicle and one crash involving the collision of a pedestrian and a motor vehicle. The bike/car injury collision occurred at the Church/SR-132 intersection and involved a 68-year old male bicyclist making an improper turn from Church Street onto SR-132 after 10:00pm at night in April. The pedestrian/car injury collision was located 70' east of the Church/SR-132 intersection and involved a 71-year old male and a turning vehicle after 9:00pm at dusk in July. Lack of lighting may have been factors in both collisions.

The proposed project includes traffic calming measures on each block of Church Street from SR-132 to McCoy Avenue, which is anticipated to slow vehicular speeds on Church Street, including the approach to SR-132.

Lowering traffic speeds will reduce the speed differential between bicycles/motor vehicles and pedestrians/motor vehicles, making it easier for non-motorized users, including older adults, students and persons with disabilities, to avoid collisions with motor vehicles. This is particularly important since the entire project area is within ½-mile of Empire Elementary School. The project also includes new lighting on Church Street, reducing risk of nighttime collisions.

As noted above, there were 9 motor vehicle collisions during the 5-year period studied by StanCOG for the CTNA. The lack of sidewalk facilities combined with high speeds on Church Street is thought to discourage pedestrian and bicycle activity along Church Street, which in turn is reflected in the relatively lower number of bike/ped collisions in the TIMS ATP report. For others who have no other means to travel on foot, bike, or in a wheelchair to meet their critical needs, they are observed in Empire to travel in the shoulder or along the roadway where they are at a significantly higher risk of being involved in an accident as a result. The proposed connectivity and safety improvements will encourage greater pedestrian use in a safe environment.

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#### B. Safety Countermeasures (0-13 points)

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1. Describe how the project improvements will remedy one or more potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

The StanCOG Community Transportation Needs Assessment (CTNA) identified a number of safety concerns with the pedestrian environment:

- Existing sidewalks in the project area, especially on Church Street between Yosemite Boulevard and 2nd Street, are inadequate and do not meet ADA standards due to severe cross slopes at driveways. The maximum allowable cross-slope for a sidewalk is 2% per the American with Disabilities Act (ADA). Sidewalks that exceed 2% cross slope are not in compliance with the ADA and may act as a barrier for older adults and persons with disabilities. Sixteen existing driveways have cross-slopes that exceed ADA standards. Field measurements identified cross-slopes as great as 10%. There are also locations where sign posts, mailboxes and utility poles are located within the sidewalk, reducing the sidewalk width below the minimum standards of the ADA.]
- Sidewalk Gaps on Church Street north of 1st Street and on 1st and 2nd Streets.
- Excessive speed. Church Street has a posted speed limit of 30 MPH. Stanislaus County Streetlight data (Attachment 2a) confirms that speeds on some segments of Church Street are very high for the conditions. In particular, the 85th percentile speeds north of 3rd Street range from 35MPH to 41MPH, with the fastest drivers in the mid-40s MPH. This segment of Church Street has multiple fronting homes, narrow (10') travel lanes, narrow (2.5' to 4') paved shoulders, on-street parallel parking in dirt shoulders and no sidewalks.
- Failure to stop at stop signs.
- Inadequate lighting.

Given the conditions, use of cars is incentivized. Poor conditions for pedestrians may be an underlying reason why in Stanislaus County only 1.2% of workers choose active transportation modes, compared to 3.5% statewide. This reduced level of active transportation may also be a factor

in why there were only two bicycle and pedestrian collision reported within the project influence area in the TIMS ATP tool.

Students, parents, seniors, persons with disabilities and other residents that choose to walk are at great risk of serious injury or fatality collisions. The existing conditions may pose a significant health burden for the many working-class families in the disadvantaged Community of Empire. The project will mitigate excessive speeds, failure to stop and lack of lighting through the following improvements:

- Install 5,900 lineal feet of new and 850' of replacement sidewalk.
- Move sidewalk obstructions including utility poles, signs posts and mailboxes.
- Install 8 curb extensions and 15 high visibility cross walks at the five project intersections.
- Install 7 RRFBs at four intersections (Church/1st, Church/3rd, Church/Frona and Church/McCoy).
- Install flashing stop signs at the Church/2nd intersection.
- Install neckdowns at four locations along Church between 2nd Street and McCoy Avenue.
- Install 11 streetlights, including one at each intersection.

New sidewalks will be 6 inches above street-level due to the curb and gutter, resulting in horizontal and vertical physical separation from motor vehicles. Stanislaus County has franchise rights to the right-of-way. To ensure that the sidewalk path of travel meets ADA standards, it is anticipated that utility owners will be required to move utility poles at their own expense.

The curb extensions and neckdowns will work in tandem with narrow 10' lanes to channelize cars and visually narrow the driving space, which will cause drivers to slow down, with an anticipated speed reduction of up to 5 MPH. Reduced speeds would increase safety for bicyclists who use the road and for bicyclists and pedestrians who need to cross Church Street on the way to nearby destinations. Curb extensions will result in tighter turning radii, further reducing speeds at intersections and increasing stop sign compliance. In addition, new streetlights, rapid flashing beacons, flashing stop signs and high visibility crosswalks will increase driver awareness of pedestrians during the day and night.

Conflict points also occur at intersections where pedestrians cross from one side of Church Street to the other. Crossing distances at the Church/1st and Church/2nd intersections are over 50'. Slower-moving children, older adults and persons with disabilities are at significant risk of collisions at these crossings. The curb extensions at the Church/1st and Church/2nd intersections will reduce crossing distances to 24'. This will result in a 50% reduction in pedestrian crossing time, significantly reducing vulnerable pedestrian exposure to vehicles.

The enhanced safety provided by this project will significantly reduce the potential for fatal or serious injury collisions and result in improved health outcomes for the low income community.



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2. Does this project propose new or improved bike facilities?

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QUESTION #4: PUBLIC PARTICIPATION AND PLANNING (0-10 POINTS)  
Describe the community-based public participation process that culminated in the project.

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A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 points)

In April 2021, the Stanislaus Council of Governments initiated a Community Transportation Needs Assessment (CTNA) for local roadway networks in two disadvantaged communities, with funding obtained through a Caltrans Sustainable Communities grant. The purpose of the assessment was to conduct a focused needs assessment in disadvantaged communities and strategies to increase mobility for all modes, promote bicycling and walking, remove transportation barriers, decrease transportation-related fatalities and injuries, and reduce greenhouse gas emissions.

Community Selection – Of Stanislaus County’s 21 unincorporated communities, twelve rank in the top 15th percentile of the CalEnviroScreen. The CTNA team developed a ranking methodology for community selection that considered: Equity; environmental justice; crash rates; connectivity; mobility barriers; and schools. Empire was one of two communities selected for a focused needs assessment.

Policy, Plan and Project Review – Relevant policies, plans and projects were reviewed to develop an understanding of the local, regional and state planning goals, priorities and principles.

Data Analysis – An analytical framework considered Transportation Infrastructure and Services, Economic Opportunity, Public Health and Safety, Demographics & Socioeconomics, Land Use, and Destinations.

Public Participation Plan - A context-sensitive public participation plan to solicit genuine and meaningful public input using a robust outreach and engagement process, included a public survey, community workshop, pop-up workshop and walkabout.

Field Surveys – A field survey was conducted in March 2022.

Multimodal Needs Assessment – The most pressing multimodal need in Empire (lack of a safe, comfortable, and accessible pedestrian network).

Priority Corridor Selection – Church Street (from SR 132/Yosemite Boulevard to McCoy Avenue) was one of two corridors in Empire selected for developing planning level conceptual designs based upon the severity of multimodal needs, number of modes served, potential for improvement through infrastructure enhancements, and proximity to schools and transit. The other selected corridor was SR-132/Yosemite Boulevard from E to I Street.

Conceptual Design/Cost Estimates – Conceptual designs and planning-level cost estimates were developed as part of the Assessment for the

Church Street and SR-132/Yosemite Boulevard corridors in Empire. For Church Street, the design focused on the most pressing needs of sidewalk connectivity, crossing safety and speed reduction. For SR-132, the design focused on sidewalk connectivity, bicycle transportation and crossing safety. The conceptual designs were refined based upon input received at pop-up and walkabout events.

Implementation Plan – The CTNA’s Implementation Plan included a planning level cost estimate, potential funding sources and steps for moving proposed improvements forward.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the feedback received during the stakeholder engagement process. If applicable, describe any unique engagement challenges that the community faced and how they were addressed. (0-4 points)

The public participation plan (PPP) was developed to solicit meaningful public input through robust outreach and engagement. PPP goals include: awareness, engagement, informed input; and context-sensitive recommendations.

Target Audiences included:

- Stanislaus County Bicycle Club
- Area Agency on Aging, Senior Coalition of Stanislaus County
- Central Valley Hispanic Chamber of Commerce, Family Dollar, Rico’s Pizza, Tacos El Primo.
- Community-based organizations: Latino Roundtable of Stanislaus County, Stanislaus Community Foundation, Empire Church of Christ
- Empire E.S., Empire Community School, Glick M.S., Teel H.S., Stanislaus County Office of Education.
- Empire Municipal Advisory Council
- Public transit: MOVE Stanislaus and StanRTA
- Public health organizations: First 5 Stanislaus, Safe Kids Stanislaus County and Stanislaus County Health Service Agency
- Catholic Charities of Diocese of Stockton, United Way
- Stanislaus County Veteran Services, Veterans Foundation of Stanislaus County
- Youth organizations: Boys and Girls Club, Project YES, Project Uplift

Notification materials in English and Spanish included:

- Flyers at transit stops/activity centers
- Email notifications
- Stakeholder partnership sharing
- Facebook (Empire Neighborhood Watch/Happening in Modesto)
- Press releases to media and Catholic Charities Radio

A digital Community Survey identified needs, opportunities, barriers across all modes of transportation. Feedback from 109 respondents, including 9 Spanish speakers included:

- Most respondents (84%) drive where they need to go. A high number (60%) walk to their destinations, and many who don’t walk would like to (27%). Only 20% bicycle where they need to go, but 49% expressed an interest. Transit is used by 12% of respondents and 37% said they would like to use the bus.
- Mobility aids (wheelchair, walkers, canes, crutches) are used by 9% of respondents.
- Overall, traveling in Empire is difficult for 43% of respondents. Children/families (55%), seniors (60%), and persons with disabilities (58%) find travel more difficult.

- Top concerns about the transportation environment:
  - o Not enough/broken sidewalks (62%)
  - o Not enough safe places to cross the street (50%)
  - o Too dark (49%).
  - o Cars drive too fast and don't stop for pedestrians (46%)
- 49% of respondents were concerned about reckless drivers (49%)
- Transportation issues result in challenges getting to:
  - o Grocery (30%)
  - o School (28%)
  - o Work and job interviews (27%)
  - o Doctor (26%)
- Key destinations include:
  - o Garcia's Market (54%)
  - o Teel Academy H.S. (37%)
  - o Empire Library (32%)
  - o Empire Elementary (23%)
  - o Glick Middle School (11%)
- Many respondents cited the need for sidewalks.

A Community Workshop including map-based activities, one-on-one and group discussions and written exercises obtained feedback from 19 participants:

- Key destinations in Empire are along SR-132 and east of Church on 1st and 2nd Streets, including U.S. Post Office, Empire Elementary School, Empire Library, Empire Swim Center.
- Transportation challenges include: lack of sidewalks; ADA issues; fast drivers; unsafe crossings; stop sign non-compliance; lack of lighting.

A Design Charrette was held on August 6, 2022 to obtain feedback on draft design concepts. The event included a pop-up workshop at Empire Library (10am-2pm) and a walkabout (3-6pm). Feedback from 40 participants included:

- Overwhelming support for design
- Sidewalks are a priority
- Additional treatments needed to address speeding along Church Street
- Consider bicyclist travel on Church Street in relation to mid-block curb extensions

StanCOG evaluated the potential for bicycle facilities on Church Street, but available right-of-way is insufficient. By reducing speeds on Church Street, the project will make on-street cycling safer, and new sidewalks provide an option for less confident and youth cyclists. After CTNA adoption, StanCOG updated the project to include sidewalk on 1st and 2nd Streets to close the gap between residents and destinations east of Church Street, including Empire E.S., Home Start, Empire Public Library, Empire Regional Park and Swim Center, and Family Dollar as requested by the community.

COVID, together with language barriers, presented unique challenges since 67% of the population in Empire identify as Hispanic or Latino, compared to 48% in Stanislaus County overall. Notices and event materials were translated into Spanish and a certified translator was present at all events. The digital survey was available in English and Spanish. The community workshop on Zoom offered attendees a choice of English or Spanish

“rooms”.

Attach any applicable public participation & planning documents:

[PartB\\_Q4\\_PublicParticipationDocumentation.pdf](#)

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QUESTION #5: CONTEXT SENSITIVE BIKEWAYS/WALKWAYS AND INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

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A. How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?

Most segments of Church, 1st and 2nd Streets do not have sidewalks. Vulnerable users must either walk in the paved roadway or the dirt shoulder when not occupied by vehicles. The portions of Church Street with sidewalks have obstructions and steep cross-slopes at driveways. This means that seniors, persons with disabilities, families with strollers and others with accessibility challenges have to use the paved roadway as documented in photos during the project field walk (see Additional Attachments page 40).

Traffic volumes on Church Street in 2016 ranged from 4,024 to 4,684 ADT, and 85th percentile speeds ranged from 27-41 MPH. The Stanislaus County General Plan anticipates an up to 10% increase in traffic volumes in Empire over the next 15 years. These are high traffic volumes and speeds for a 2-lane collector street with only 10' wide travel lanes, frequent residential driveways and a posted speed limit of 30MPH. Vehicles backing out of driveways or parking parallel to the road in the dirt shoulders or paved parking areas make for a high stress environment for pedestrians.

Given the lack of sidewalks, relatively high traffic volumes and speeds, narrow lanes, and presence of residential driveways and parallel parking, this is a very high stress environment for non-motorized users.

The project is using a multi-pronged approach to creating a low stress environment that will increase walkability for pedestrians. This includes:

- Adding curb, gutter and sidewalk where not present on Church, 1st and 2nd Streets. The curb provides vertical separation from the roadway and the sidewalk provides horizontal separation from the roadway. The new sidewalks will vary between 4.5' and 5.5' wide, which (dimensions do not include the 6" curb), providing sufficient space for persons using mobility devices and persons wishing to walk abreast.
- Replacing non-compliant sidewalk segments at driveways and relocating sidewalk obstructions on three segments of Church Street. Making the sidewalk ADA accessible will allow all users, including seniors and persons with disabilities to stay on the sidewalk.
- Curb extensions of 8 crossings of Church Street will shorten crossing distances and decrease the amount of time pedestrians are exposed to vehicles. The curb extensions also reduce the turning radius at intersections, which will slow vehicular turning movements and increase compliance for stopping and yielding to pedestrians.
- High visibility crosswalks and rapid flash beacons will increase driver awareness of pedestrians.
- Mid-block neckdowns will discourage speeding.
- Streetlights will increase nighttime visibility of pedestrians.
- Decorative paving will be provided at key locations to enhance the pedestrian environment and encourage walking.

The transportation solutions identified above will mostly fit within the existing right-of-way. There are 7 locations where narrow (1'-5' wide) portions of right-of-way will be needed. There are also temporary construction easements required where some driveways are proposed for re-construction.

The proposed improvements will create a low stress pedestrian environment that addresses identified community concerns in context with the existing residential environment. Removing the barriers that increase stress will encourage more people to walk to community destinations.

The project does not propose bicycle infrastructure on Church Street due to the narrow right-of-way on most of the street. Installation of a bike lane would require significantly greater right-of-way acquisitions and would alter the residential environment. Although a bike facility is not provided, the provision of a sidewalk will give children and lower speed bicyclists an option instead of sharing the road with cars.

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B. Innovative Project Elements: Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected.	Curb extensions, neckdowns and rapid flash beacons are relatively new to the Stanislaus County area, especially low income and disadvantaged communities, like Empire.
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#### QUESTION #6: LEVERAGING FUNDS (0-5 POINTS)

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A. Is this project being submitted by a federally-recognized Tribal Government and/or is it on federally-recognized Tribal Lands?

No

B. Does the applicant have any leveraging funds?

Yes

C. Based on the project funding information provided earlier in the application (Part A6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding:

[Leveraging 1.xlsx](#)

D. Please complete the table below:

[Leveraging 2.xlsx](#)

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Leveraging Letter of Commitment

Other leveraging documentation (optional)

[Res.\\_23-11\\_ResolutionforFundingCommitment.pdf](#)

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Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

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QUESTION #7: SCOPE AND PLAN LAYOUT CONSISTENCY (0-5 POINTS)

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The evaluators will consider the following: Consistency between the layouts/maps, Engineer's Estimate, and proposed scope Compliance with the Engineer's Checklist Complete project schedule

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QUESTION #8: USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0 OR -5 POINTS)

Under statute, applicants are required to seek CCC and CALCC (or Tribal Corps, if applicable) participation in their ATP project. Points will be deducted if an applicant does not seek Corps participation or if an applicant intends not to utilize a Corps in a project in which the Corps can participate. Applicants who are not requesting construction (or non-infrastructure) funds are not required to consult with the Corps. Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.

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Step 1: Corps Consultation The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to application submittal. The CCC and CALCC will respond within ten (10) business days from receipt of the form. The ATP Corps Consultation Form and additional instructions can be found at: California Conservation Corps ATP website Certified Local Conservation Corps ATP website

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Please select one of the following: Applicant has consulted with the CCC and CALCC (or Tribal Corps, if applicable). Provide documentation below. (0 points)

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Attach submittal email, response email, and any attachment(s) from the CCC:

[CCC\\_Attachment\\_Updated\\_061724.pdf](#)

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Attach submittal email, response email, and any attachment(s) from the CALCC:

[CalCC\\_Attachment.pdf](#)

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Attach submittal email, response email, and any attachment(s) from the Tribal Corps (If applicable):

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## Step 2: Use of Corps

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The applicant has coordinated with the CCC AND CALCC, or Tribal Corps if applicable, and determined the following:

The applicant intends to utilize the CCC, CALCC, or the Tribal Corps for the project (0 points)

How will the Corps participate?

The Greater Valley Conservation Corps indicates that its members may carry out:  
Clearing and grubbing existing landscaping and trees  
Install new street signs  
Move existing mailboxes and street signs

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QUESTION #9: APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 TO -10 POINTS) Points may be deducted for poor past performance on an ATP project. Poor past performance includes, but is not limited to, the non-use of the Corps as committed to in a past ATP award or adverse audit findings on a past ATP project that is the fault of the applicant. The Commission will assess the need to deduct points for the failure to deliver any phases of an ATP project programmed in a prior cycle.

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Part C: Application Attachments Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C. Depending on project type, some attachment fields will not be available to the applicant.

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Attachment A: Application Signature Page

[PartC\\_Attachment\\_A\\_Dave\\_Signed\\_06.04.24.pdf](#)

Attachment B: Engineer's Checklist

[ATP\\_Engineers\\_Checklist.pdf](#)

Attachment C: Project Location Map

[Project\\_Location\\_Map.pdf](#)

Attachment D: Project Layouts/Plans Showing Existing and Proposed Conditions

[StanCOG\\_Church\\_St\\_Improvements\\_Layout\\_Plan\\_XSection.pdf](#)

Attachment E: Photos of Existing Conditions

[Att\\_E\\_PhotosCombined.pdf](#)

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Attachment F: Project Estimate

[StanCOG\\_Church\\_St\\_-\\_attachment-f-project-estimate\\_061024.pdf](#)

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Attachment G: Non-Infrastructure Work Plan      Not applicable to this application type.

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Attachment H: Plan Scope of Work      Not applicable to this application type.

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Attachment I: Letters of Support (10 maximum) and Support Documentation  
[SupportLetters\\_Combined.pdf](#)

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Attachment J: State-Only Funding Request (if applicable)  
[attachment-j-exhibit25-f-request-for-state-atp-funding\\_V4\\_061224.pdf](#)

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Attachment K: Additional Attachments  
[Additional\\_Attachments\\_V2.pdf](#)

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## Internal Form

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Score	n/a
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CTC Application ID	10-Stanislaus Council of Governments-1
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