

# Chapter 3: Preferred Option



## Introduction

The Preferred Option was prepared following public outreach efforts and in response to public comments. As illustrated, Crows Landing Road would be modified within the existing 100 feet of right of way south of State Route 99. The segment north of State Route 99 would be widened to 100 feet. This would also result in Crows Landing Road being redesignated in the general plan to “minor arterial, 4 lanes” from “major arterial, 6 lanes.” No change in the function of Crows Landing Road would occur.

## North of State Route 99

At the north end of Crows Landing Road, where it intersects S. 7<sup>th</sup> Street, the roadway must be aligned with the replacement bridge over the Tuolumne River, which is currently being designed by Stanislaus County with participation from the City. The Preferred Option (Figure 3) shows Alternative 2A/2B design for the 7<sup>th</sup> Street Bridge and how it would align with S. 7<sup>th</sup> Street and Crows Landing Road. In addition to the reconstruction of this intersection, a traffic signal will be installed. In the Preferred Option, all of Crows Landing Road would have 100 feet of right of way. This would require substantial dedication or purchase of land and widening of up to 40 feet in some areas and as little as 15 feet in other areas. Utility poles would need to be relocated to the edge of the right of way. Widening of this portion of Crows Landing Road could add pressure to reconstruct the Crows Landing Road interchange.

### *Features:*

- Four travel lanes (11 feet each)
- Two Class 2 bicycle lanes (6 feet each) and buffers (4 feet each)
- Two sidewalks (10 feet each)
- Raised median (16 feet) with turn pockets at some locations
- Street trees at the edge of roadway, possibly also in median

## South of State Route 99 to Hatch Road

This section would not be widened beyond its current 100-to-105-foot right of way. All of the proposed changes would be made within the existing right of way. In this section, most utility poles are located at or near the edge of right of way, but the sidewalk tends to be narrow, making it difficult in some locations to walk past a pole without stepping off the sidewalk. Street signs will be added in advance of intersections to provide advance warning.

### *Features:*

- Four travel lanes (11 feet each)
- Two Class 2 bicycle lanes (6 feet each) and buffers (4 feet each)
- Two sidewalks (10 feet each)
- Raised median (14 to 16 feet) with turn pockets at some locations
- Street trees at the edge of roadway, possibly also in median
- Possible addition of lighted crosswalk or pedestrian overcrossing (School Avenue)

## Hatch Road to Whitmore Avenue

This section would not be widened beyond its current 100-foot right of way. All of the proposed change would be made within the existing right of way. In this section of Crows Landing Road, most utility poles are located at or near the edge of right of way, but the sidewalk tends to be narrow, making it difficult in some locations to walk past a pole without stepping off the sidewalk. Several mailboxes on the east side of the road appear to be located in the right of way and will be moved onto the owner’s property. Street signs will be added in advance of intersections to provide advance warning.

### *Features:*

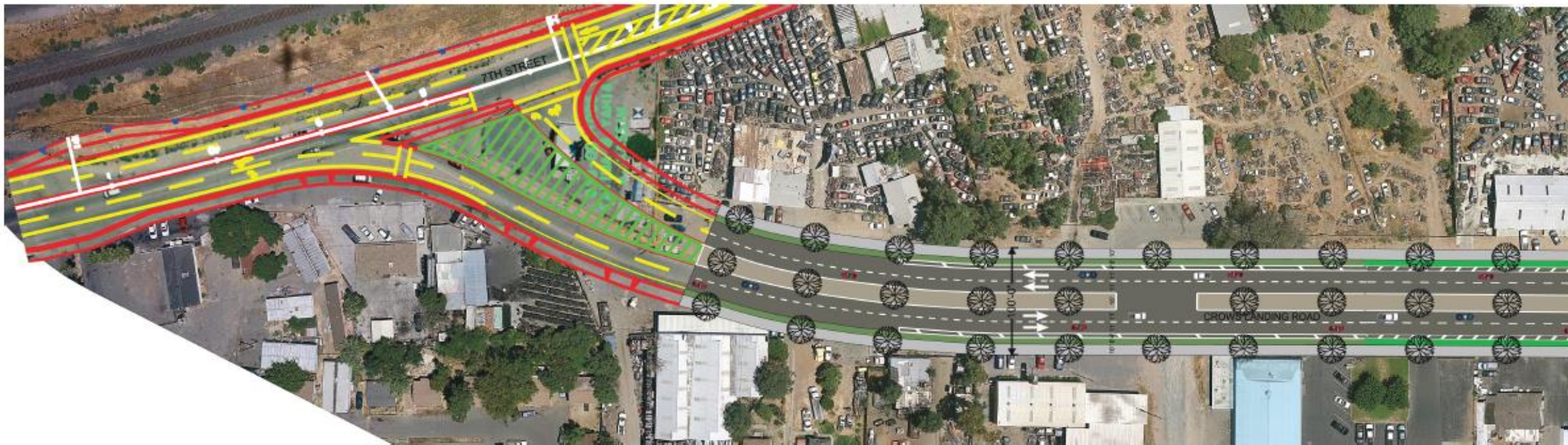
- Four travel lanes (11 feet each)
- Two Class 2 bicycle lanes (6 feet each) and buffers (4 feet each)

- Two sidewalks (10 feet each)
- Raised median (14 to 16 feet) with turn pockets at some locations
- Street trees at the edge of roadway, possibly also in median
- Possible removal of one traffic signal (Butte Avenue) and addition of another (Algen or Imperial Avenue)
- Possible reduction of speed limit

### More Detailed Study

Prior to the removal of the signal at Butte Avenue or the installation of a signal at another intersection, such as E. Glenn Avenue or Imperial Avenue, careful study and consideration will need to be given to the effect of such changes on nearby intersections, and on travel speeds on Crows Landing Road. The signal at Butte Avenue provides a protected crossing point for pedestrians, but two pedestrians have been killed in recent years just north of Butte Avenue, which indicates a need for further pedestrian accommodations.

Additionally, prior to the installation of substantial raised medians, city staff will meet with property owners and conduct driveway volume measurements if necessary to determine where medians should be open to allow left turns and which driveways can be right-in-right-out. In those situations, staff will also consider the need to allow u-turns at some intersections. Public safety will be given highest priority.



0 50 100  
Scale Approximate

SEE PANEL B

Panel A



SEE PANEL C, NEXT PAGE

MSC-12-005 E01 Figure 3.a and 3.b - North of 99 Preferred Option FINAL.dwg

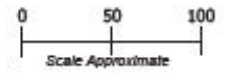
Panel B

**Figures 3.a and 3.b**  
7th Street to State Highway 99  
Preferred Option





SEE PANEL D



Panel C



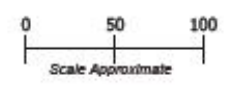
SEE PANEL E, NEXT PAGE

Panel D

MDC-12-005 EIR Figure 3.c and 3.d - Barozzi to 99 Preferred Option FINAL.pdf

**Figures 3.c and 3.d**  
State Highway 99 to Barozzi Avenue  
Preferred Option





SEE PANEL F

Panel E



SEE PANEL G, NEXT PAGE

Panel F

HSC 12-005 EXH Figure 3.a and 3.f - Rio Grande to Winmoore Preferred Option FINAL.pdf

### Figures 3.e and 3.f Rio Grande Avenue to Winmoore Way Preferred Option





0 50 100  
Scale Approximate



SEE PANEL H, NEXT PAGE

**Panel G**

MISC-12-005 E/H Figure 3.g - Imperial to Glenn Preferred Option FINAL.pdf

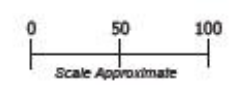
**Figures 3.g**  
Glenn Avenue to 100-Foot North of Algen Avenue  
Preferred Option



**Panel G**

**Panel H**

**Panel I**



**Panel H**



**Panel I**

MSC-12-005 EIR Figure 3.h and 3.i - Algen to Whitmore Preferred Option FINAL.pdf

**Figures 3.h and 3.i**  
Algen Avenue to Whitmore Avenue  
Preferred Option



