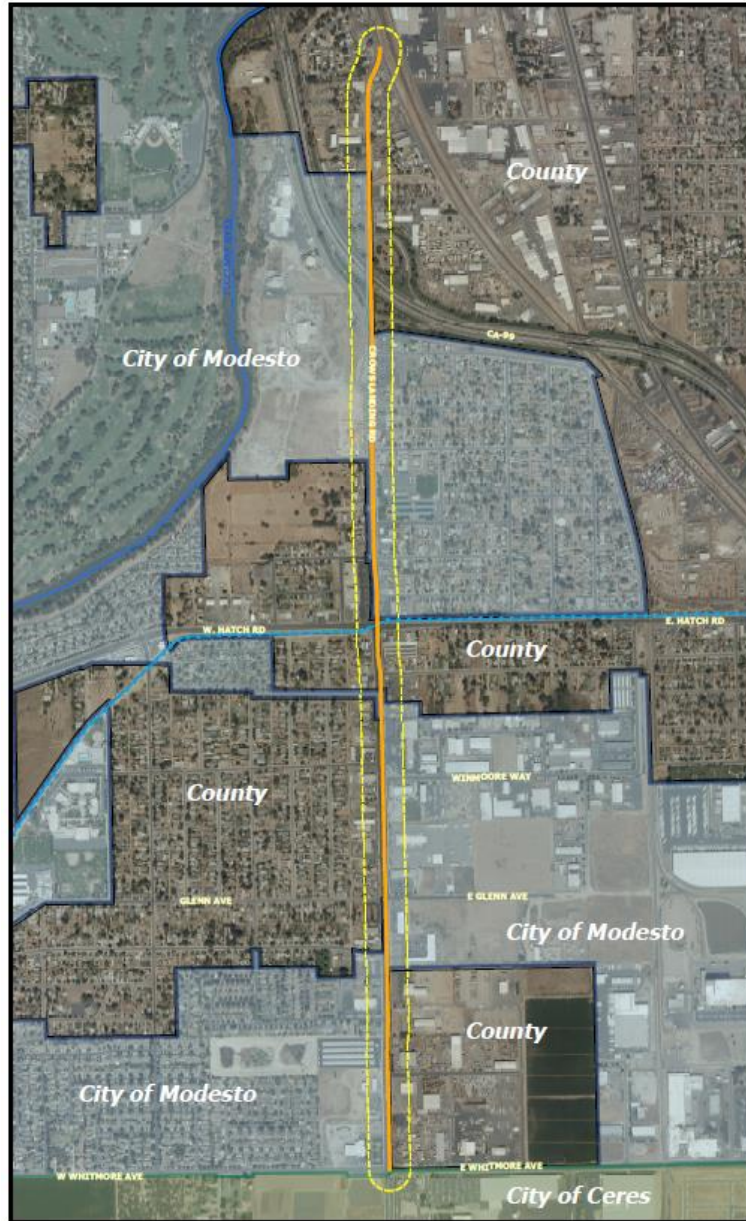


SR 108 REINVESTMENT PLAN

Modesto ♦ Riverbank ♦ Oakdale





**Crows Landing Road Corridor Study
City of Modesto
2015**

Acknowledgements

Modesto City Council

Garrad Marsh, Mayor
John Gunderson, District 1
Tony Madrigal, District 2
David Lopez, District 3
Bill Zoslocki, District 4
Jenny Kenoyer, District 5
David Cogdill, District 6

Modesto Planning Commission

Steve Carter, Chair
Dennis Smith, Vice Chair
Rosa Escutia-Braaton
Pat Gillum
Mani Grewal
Sandra Lucas
Chris Tyler

H. Brent Sinclair, Director of Community and Economic Development
Patrick Kelly, Planning Manager
Brad Wall, Principal Planner
Cindy van Empel, Senior Planner
Katharine Martin, Associate Planner
Vickey Dion, Senior Civil Engineer
Phillip Soares, Associate Civil/Traffic Engineer
Mike Sacuskie, Assistant Engineer

Joshua Swearingen, California Department of Transportation, District 10

Lourdes Perez and Imelda Castellano, Ceres Partnership for Healthy Children

Angela Freitas, Community Development Director, Stanislaus County
Miguel Galvez, Senior Planner, Stanislaus County
David Leamon, Deputy Director of Public Works, Stanislaus County
Jim de Martini, Supervisor, District 2
South Modesto Municipal Advisory Council

Table of Contents

Introduction

Purpose of the Crows Landing Road Corridor Study.....	3
Elements of an Urban Thoroughfare	3

Chapter 1 Existing Conditions

History and Development Pattern	9
Land Use and Physical Condition	9
Mobility – Travel Conditions.....	10
Traffic Volumes and Speeds	16
Collision.....	19
Utilities.....	19
Historic Buildings and Landmarks.....	29
Tuolumne River Regional Park.....	29
Recent Changes.....	29
Issues Summary.....	30

Chapter 2 Options

Existing Roadway Summary.....	33
Planned Roadway Summary.....	33
Possible Options Summary	33
Pedestrian Safety	33
Outstanding Issues	34
Implementing Roadway Improvements.....	35
Option 1: 1995 General Plan, 6-Lane Principal Arterial, 127 Feet of Right of Way.....	37
Option 2: Reallocate Existing 100-Foot Right of Way.....	49
Option 2.1: 100 Feet of Right of Way, North of State Route 99.....	65
Option 2.2: 60 Feet of Right of Way, North of State Route 99.....	69

Chapter 3 Preferred Option

Introduction.....	75
North of State Route 99	75
South of State Route 99 to Hatch Road.....	75
Hatch Road to Whitmore Avenue	75
More Detailed Study.....	76

Chapter 4 Funding and Implementation

Cost Estimating.....	85
Project Implementation	85
Funding Sources.....	86
Regionally-Controlled Funds	87

Chapter 5 Land Development

Existing Development Pattern	91
Creating a Pedestrian-Friendly Development Pattern	91
Implementation.....	92

Chapter 6 Public Outreach

Public Outreach Efforts.....	99
------------------------------	----

Table of Contents (Cont.)

Chapter 7 Recommended Action

Context	105
Roadway Designation and Design Elements	105
Priority Projects.....	105
Further Study.....	106
Land Use	106

Appendix A Traffic Data

Tables and Exhibits

Table 1: Collisions Along Crows Landing Road, 2004 – 2013.....	19
Table 2: Project Implementation Cost Estimate	85
Exhibit A: Travel Lanes and Two-Way Turn Lane.....	3
Exhibit B: Curb Return Radii	4
Exhibit C: Bike Lane	5
Exhibit D: Possible Future Development Scenario Along Crows Landing Road	95

Figures

Figure 1: Jurisdictional Boundaries	11
Figure 2: Annexations to Modesto.....	11
Figure 3: General Plan Land Use Designations	12
Figure 4: Existing Zoning.....	12
Figure 5: Existing Uses	13
Figure 6a: Standard Specification Design Detail 382.....	13
Figure 6b: Standard Specification Design Detail 383.....	14
Figure 6c: Standard Specification Design Detail 384.....	14
Figures 7a, 7b: Existing and Future Right of Way.....	17
Figures 8a, 8b: Sidewalks, Raised Medians, and Street Trees	18
Figures 9a, 9b: Collisions Reported along Crows Landing Road, July 2004 to June 2013	21
Figures 9c, 9d: Collisions Reported along Crows Landing Road, July 2004 to June 2013	22
Figures 9e, 9f: Collisions Reported along Crows Landing Road, July 2004 to June 2013	23
Figures 9g, 9h: Collisions Reported along Crows Landing Road, July 2004 to June 2013	24
Figures 9i, 9j: Collisions Reported along Crows Landing Road, July 2004 to June 2013.....	25
Figures 9k, 9l: Collisions Reported along Crows Landing Road, July 2004 to June 2013	26
Figure 10: Freeway Interchanges.....	27
Figure 1.1: Option 1, 127-Foot, 6-Lane Arterial, School Avenue to Barozzi Avenue	39
Figure 1.2: Option 1, 127-Foot, 6-Lane Arterial, School Avenue Intersection	40
Figure 1.3: Option 1, 127-Foot, 6-Lane Arterial, Barozzi Avenue to Amador Avenue.....	41
Figure 1.4: Option 1, 127-Foot, 6-Lane Arterial, Hatch Road Intersection.....	42
Figure 1.5: Option 1, 127-Foot Arterial, Winmoore Way Vicinity	43
Figure 1.6: Option 1, 127-Foot, 6-Lane Arterial, Winmoore Way-Butte Avenue Intersection	44
Figure 1.7: Option 1, 127-Foot, 6-Lane Arterial, Glenn Avenue/E. Glenn Avenue Intersection.....	45
Figure 1.8: Option 1, 127-Foot, 6-Lane Arterial, Imperial Avenue Cross-Section.....	46
Figure 1.9: Option 1, 127 Foot, 6-Lane Arterial, Whitmore Avenue Intersection	47

Table of Contents (Cont.)

Figure 1.10: Option 1, 127-Foot, 6-Lane Arterial, Blankenburg Avenue Cross-Section	48
Figure 2.1: Option 2, 100-Foot, ROW, School Avenue to Barozzi Avenue.....	51
Figure 2.2.a: Option 2, 100-Foot ROW, School Avenue Intersection, Near- and Mid-Term Imp.	52
Figure 2.2.b: Option 2, 100-Foot ROW, School Avenue Intersection, Long-Term Imp.....	53
Figure 2.3: Option 2, 100-Foot ROW, Barozzi Avenue to Amador Avenue	54
Figure 2.4.a: Option 2, 100-Foot ROW, Hatch Road Intersection, Near- and Mid-Term Imp.	55
Figure 2.4.b: Option 2, 100-Foot ROW, Hatch Road Intersection, Long-Term Imp	56
Figure 2.5: Option 2, 100-Foot ROW Winmoore Way Vicinity	57
Figure 2.6.a: Option 2, 100-Foot ROW, Winmoore Way-Butte Avenue Intersection, Near- and Mid-Term Imp.....	58
Figure 2.6.b: Option 2, 100-Foot ROW, Winmoore Way-Butte Avenue Intersection, Long-Term Imp...	59
Figure 2.7.a: Option 2, 100-Foot ROW, Glenn Avenue-E. Glenn Avenue Intersection, Near- and Mid-Term Imp.....	60
Figure 2.7.b: Option 2, 100-Foot ROW, Glenn Avenue-E. Glenn Avenue Intersection, Long-Term Imp.....	61
Figure 2.8: Option 2, 100-Foot ROW, Imperial Avenue Cross-Section	62
Figure 2.9.a: Option 2, 100-Foot ROW, Whitmore Avenue, Near- and Mid-Term Imp.....	63
Figure 2.9.b: Option 2, 100-Foot ROW, Whitmore Avenue, Long-Term Imp.	64
Figure 2.1.1: Option 2.1, 100-Foot, 4-Lane Arterial, State Route 99 to 7th Street, Long-Term Imp.....	67
Figure 2.2.2.a: Option 2.2, 60-foot ROW, State Route 99 to 7th Street, Near- and Mid-Term Imp.....	71
Figure 2.2.2.b: Option 2.2, 60-Foot ROW, State Route 99 to 7th Street, Long-Term Imp.....	72
Figures 3.a, 3.b: Preferred Option, 7th Street to State Route 99.....	77
Figures 3.c, 3.d: Preferred Option, State Route 99 to Barozzi Avenue	78
Figures 3.e, 3.f: Preferred Option, Rio Grande Avenue to Winmoore Way.....	79
Figure 3.g: Preferred Option, Glenn Avenue to Algen Avenue.....	80
Figure 3.h, 3.i: Preferred Option, Algen Avenue to Whitmore Avenue.....	81

