



**SJCOG**  
SAN JOAQUIN COUNCIL OF GOVERNMENTS

# ACTIVE TRANSPORTATION IMPROVEMENT PLAN



**MARCH 2022**

# CONTENTS

1. INTRODUCTION	3
2. EVALUATION	7
3. KENTFIELD-SHERWOOD NEIGHBORHOOD (STOCKTON)	8
4. FAIRGROUNDS NEIGHBORHOOD (STOCKTON)	14
5. EAST MANTECA NEIGHBORHOOD (MANTECA)	21
6. FUNDING AND SUPPORT OPPORTUNITIES	28
7. SUPPORT OPPORTUNITIES	30
8. CONCLUSION AND NEXT STEPS	32



This project was supported by a Caltrans Sustainable Transportation Planning Grant.

# 1. INTRODUCTION

San Joaquin Council of Governments (SJCOG), in partnership with the San Joaquin County Public Health Services (PHS), aims to help local jurisdictions in San Joaquin County develop and prioritize active transportation improvements. Specifically, improvements supporting healthy and sustainable neighborhoods in some of San Joaquin County's most socio-economically burdened communities. The San Joaquin County 2019 Community Health Needs Assessment (CHNA) and Community Health Improvement Plan (CHIP) identified an initial list of priority neighborhoods.

These Active Transportation Improvement Plans (ATIPs) identify program and project needs for improving public health, reducing congestion, and decreasing greenhouse gas emissions in three of the CHNA priority neighborhoods.

The ten CHNA priority neighborhoods were identified based on health needs (e.g., mental health, economic security, healthy eating, and active living, etc.) and needed to be narrowed down to three neighborhoods to focus on in the short term. Using the criteria from CHNA and CHIP as a starting point, measures were selected to identify neighborhoods where transportation improvements are most likely to have the greatest impact on enhancing mobility, health, access to goods and services, safety, and quality of life. The measures align with common factors used by grant funding programs such as the Caltrans Active Transportation Program and the California Air Resources Board Sustainable Transportation Equity Project program.

**Active transportation is any self-propelled, human-powered mode of transportation, such as walking, bicycling, or even skateboarding. These modes of transportation promote physical activity and reduce air pollution while encouraging residents to connect with their surroundings and become less reliant on cars.**



Figure 1. Active Transportation Improvement Plans Process



## Selection Criteria

The ten criteria identified to select the priority neighborhoods include:



**Crash History (2015-2019).** Areas with a higher number of pedestrian- and bicyclist-involved crashes resulting in fatal and severe injury were given higher consideration for selection.



**Transportation Disadvantaged Population Index (TDPI).** Neighborhoods with a higher TDPI were given higher consideration for selection.



**Walking, Biking, and Transit Mode Splits.** Neighborhoods with the lowest percentage of people using alternative modes of transportation were given higher consideration for selection.



**Essential Destinations.** Neighborhoods with more significant essential destinations were given higher consideration for selection.



**CHNA Health Disparities Index.** Neighborhoods with a higher CHNA ranking (where a higher score indicates more pronounced health disparities), or low percentiles of the emphasis areas, were given higher consideration for selection.



**CalEnviroScreen 4.0.** Neighborhoods with CalEnviroScreen 4.0 scores (where a higher score indicates greater burden) or high relative rates of cardiovascular disease were given higher consideration for selection.



**SB535 Disadvantaged Community.** Neighborhoods considered disadvantaged communities with high amounts of pollution were given higher consideration for selection.



**Previous Bicycle and Pedestrian Plans and Improvements.** Neighborhoods with fewer recently constructed or planned and funded projects were given higher consideration for selection.



**Infrastructure Review and Implementation Opportunities.** Neighborhoods with missing infrastructure (e.g., sidewalks or bike facilities, accessible ramps, pedestrian crossings, lighting, or security) or barriers to walking or biking (e.g., arterials, railroads) were given higher consideration for selection.



**Existing Connections.** Neighborhoods with local community-based organizations and existing connections to SJCOG and PHS were given higher consideration for selection.

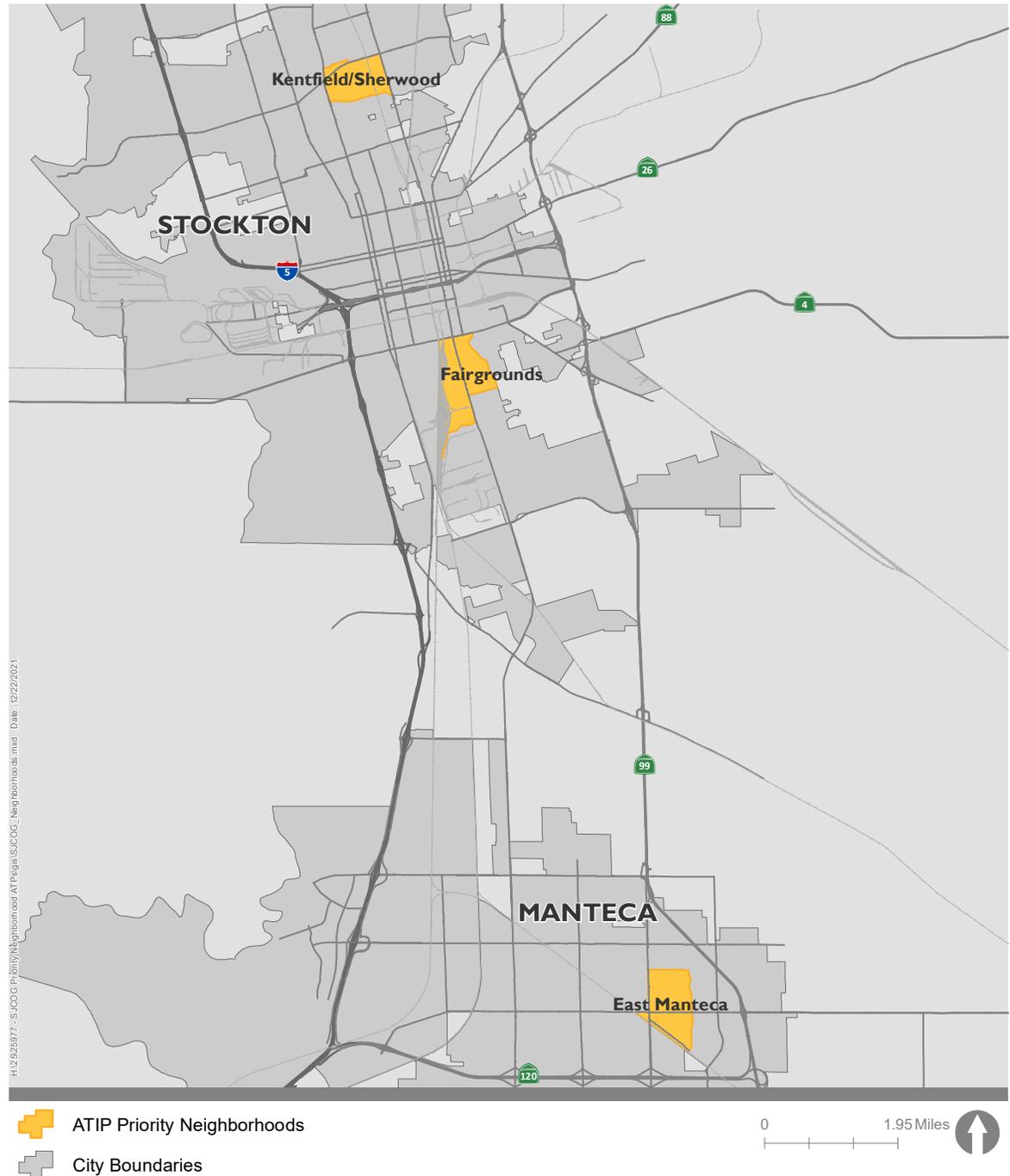
ACTIVE TRANSPORTATION IMPROVES  
ACCESS TO JOBS AND OPPORTUNITIES,  
SUPPORTS ACTIVE LIFESTYLES,  
AND CONTRIBUTES TO THRIVING  
COMMUNITIES



## Neighborhoods Identified

The three neighborhoods identified as most likely to have the greatest impact on enhancing mobility, health, access to goods and services, safety, and quality of life are:

- Kentfield-Sherwood in Stockton east of the Weberstown Mall
- Fairgrounds in South Stockton along Airport Way
- East Manteca in Manteca just east of Downtown



# Recommendations

Based on the data identified in the existing conditions analysis, walking audit results, and community input, each neighborhood’s mobility gaps, barriers, challenges, constraints, and opportunities were assessed.

Each neighborhood plan considers the following potential improvements:



## Intersection Geometry Recommendations.

Includes intersections that could be redesigned to increase bicycle and pedestrian safety, comfort, and accessibility.



## Intersection Crossing Recommendations.

Includes improvements at signalized and unsignalized intersections. At signalized intersections, signals can be retimed to prioritize pedestrians and bicyclists crossing the roadways (e.g., leading pedestrian interval). High visibility signs and striping can be installed to show where pedestrians are crossing clearly. At unsignalized intersections, treatments include updating signing and striping or installing rectangular rapid flashing beacons (RRFBs) or similar enhanced crossing treatments.



## Bicycle and Pedestrian Facility Recommendations.

Includes improvements such as bicycle lanes and paths and sidewalk improvements such as infill, widening, and streetscaping.



## Traffic Calming Recommendations.

Includes improvements such as speed bumps, narrowing roadways, and other signage and striping in efforts to reduce speeds along roads.

# 2. EVALUATION

A review of existing walking, biking, and rolling infrastructure conditions in each neighborhood, was conducted by the project team including walk audits with city staff and stakeholders, and feedback from residents during a virtual community outreach event to develop each Neighborhood's Active Transportation Improvement Plan.

## Existing Conditions and Walk Audit

For each of the study neighborhoods, the following existing conditions were reviewed:

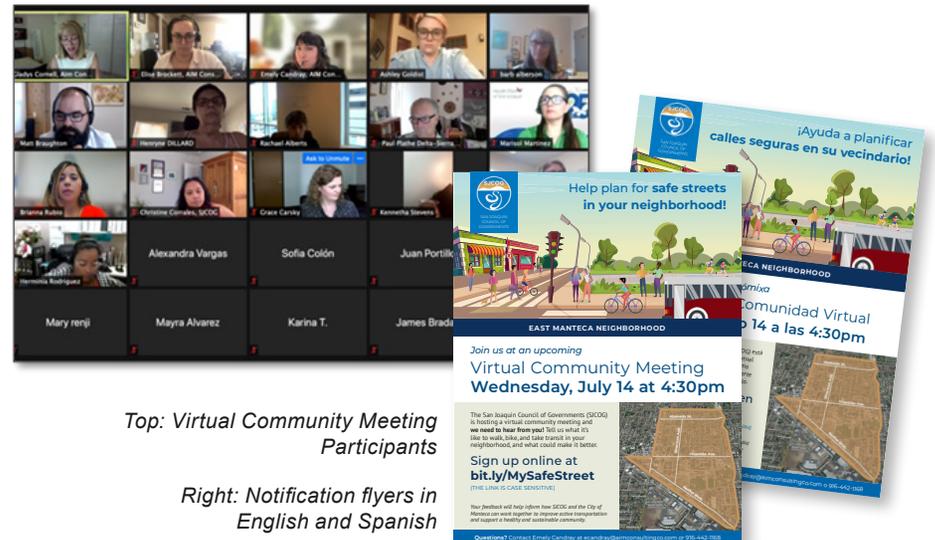
- Neighborhood sociodemographic profiles
- Land use summaries
- Existing walking and biking facilities
- Walking and biking crash history
- Common indicators for grant funding opportunities

Walk audits were conducted within each of the three neighborhoods on July 1, 2021, to understand and experience the existing walking and bicycling conditions. Walking routes and points of interest were determined with support from representatives from the City of Manteca, the City of Stockton, and local community-based organizations. The walk audits were conducted by Kittelson & Associates, Inc. (Kittelson) with participants from SJCOG, PHS, City of Manteca, City of Stockton, and community-based organization members.

## Public Involvement

A virtual workshop to introduce the project, share the study's objectives and schedule, answer questions, and offer opportunities for participants to provide their input was held on July 14, 2021.

In addition to the virtual workshop, an interactive web map for each neighborhood allowed stakeholders and community members to provide comments on active transportation challenges, barriers, and opportunities within the community. The web maps were left live for the remainder of the month of July for comments.

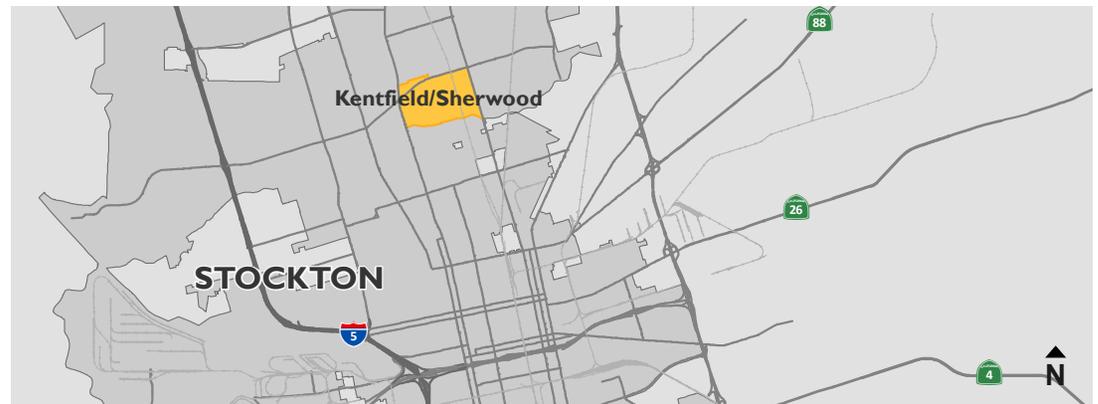


Top: Virtual Community Meeting Participants

Right: Notification flyers in English and Spanish

# 3. KENTFIELD-SHERWOOD NEIGHBORHOOD (STOCKTON)

The Kentfield-Sherwood Park neighborhood is in Stockton, north of Downtown and just east of the Weberstown Mall. The neighborhood was chosen based on its rank in the CHNA report and because of the lack of previously funded projects in the neighborhood. Kentfield-Sherwood Park is the third least healthy neighborhood in San Joaquin County. Existing community partnerships would support improvements to active transportation in the neighborhood. Additionally, it falls outside South Stockton and the Greater Downtown Active Transportation Plan study area.



## Neighborhood Needs

### EL DORADO STREET & JAMESTOWN STREET:

- Opportunity for an enhanced pedestrian crossing across El Dorado Street
- Limited visibility of the intersection for vehicles going northbound on El Dorado Street due to the vertical curve on the Calaveras River bridge

- Intersection design at Jamestown Street and El Dorado Street results in high-speed turns on and off Jamestown Street

### JAMESTOWN STREET & SOUSA STREET:

- Consider redesign to convert all approaches of the intersection to be stop-controlled
- Unclear vehicle turning movements and wide intersection footprint

- Informal commercial access on northern leg of the intersection
- Intersection design results in high-speed right-turn from Jamestown St onto Sousa St

### SOUSA STREET:

- Missing sidewalks on the east side of the street

### WEBERSTOWN PARK:

- Potential to add crosswalks (and enhancements where needed) to connect surrounding neighborhood to park (e.g., from Jamestown Street connecting to the park)

### TRANSIT STOPS:

- Parking is not prohibited at transit stops; vehicles are currently parking in front of the designated transit stop location (e.g., Jamestown Street, Bianchi Road)

### BIANCHI ROAD

- Limited crossings for pedestrians along the corridor to connect to the Calaveras River Path and high-density residential on the south side of the road
- Some controlled approaches do not have marked crosswalks where crossing exist
- Potential to consider a road diet along the corridor to provide bike lanes and increase bicycle and pedestrian safety and comfort
- Sidewalk uplifting along the corridor due to tree uprooting
- Consider evaluation of Calandria Street/Hillsboro Way/Townehome Drive offset intersection design
- Missing sidewalk between UPRR crossing and west of Clowes Street

## Public Feedback

### GETTING TO NEARBY DESTINATIONS

- Bike
- Walk
- Take transit
- Use an electric wheelchair

### DESTINATIONS

- Weberstown Park
- Transit stops at the Jamestown St/EI Dorado St intersection
- Sherwood Mall (outside neighborhood)

### BARRIERS IN GOING TO THESE DESTINATIONS

- Lack of infrastructure including bicycle parking, crosswalks to the bus stop, public transit stops
- Lack of accessibility for multiple modes of travel including wheelchairs, walkers, or other mobility aids
- Unsafe conditions: high speeds pedestrian crosswalk at March Lane does not give enough time for a pedestrian to get across the road

### WOULD LIKE TO SEE IN THE NEIGHBORHOOD TO MAKE WALKING/BIKING/GETTING TO TRANSIT BETTER OR EASIER

#### Additional infrastructure:

- Class I/IV bike facilities
- Bicycle and walking trails,
- Pedestrian crossings.
- More lighting to increase safety and visibility at Weberstown Park.

#### Trees and shade:

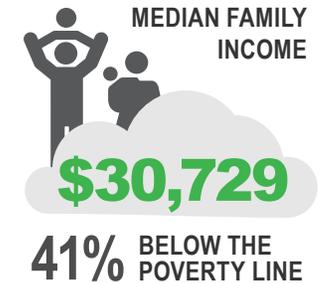
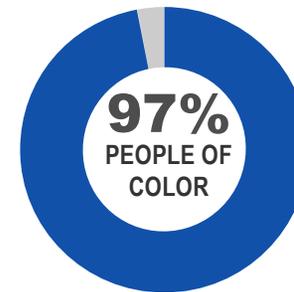
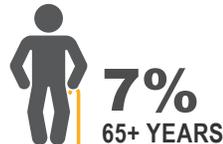
- Tree maintenance along Bianchi Road for shade and safety



## KENTFIELD-SHERWOOD NEIGHBORHOOD (STOCKTON)

The Kentfield-Sherwood neighborhood is composed of primarily residential areas. The neighborhood is bordered by Pacific Avenue, March Lane, and El Dorado Street – and the Calaveras River to the south. The neighborhood generally has a good network of sidewalks with limited bike facilities for people to travel within the neighborhood. Still, there is a lack of crosswalks across several major roadways limiting connectivity and comfort at crossings. During the walk audits, the project team observed areas where the addition of crosswalks, sidewalks, and bicycle facilities could improve the safety and efficiency of those walking, biking, and rolling in the Kentfield-Sherwood neighborhood.

### Population



### Essential Destinations

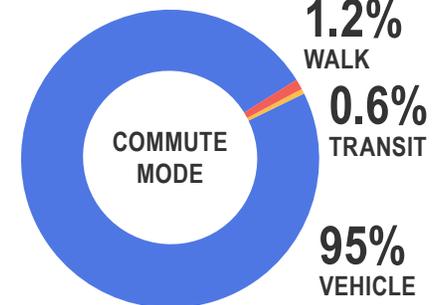
- FOOD4LESS MARKET
- WEBERSTOWN PARK
- TRANSIT STOPS ALONG KENTFIELD RD
- BIANCHI RD



### Transportation



COMPARED TO  
6% COUNTYWIDE  
3% STATEWIDE



### Safety



### Health Rankings

**#3**  
CHNA HEALTH DISPARITIES INDEX

**1** OUT OF **100**  
CALIFORNIA HEALTHY PLACES INDEX

**14** OUT OF **100**  
ACTIVE COMMUTING INDEX

SB 535 DISADVANTAGED COMMUNITIES QUALIFICATION



# Recommendations

This table presents the locations, priorities, and cost estimates for improvement recommendations. Priority was based on walk audit observations, feedback from City staff, and planning-level recommendation costs.

\$ low cost; \$\$ medium cost; \$\$\$ high cost;  
 + low priority; ++ medium priority; +++ high priority

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Intersection Geometry</b>			
<b>El Dorado Street &amp; Jamestown Street</b>	<ul style="list-style-type: none"> <li>Redesign intersection to standard footprint</li> <li>Add pedestrian crossings</li> </ul>	+	\$\$\$
<b>Jamestown Street &amp; Sousa Street</b>	<ul style="list-style-type: none"> <li>Convert to all-way stop control</li> <li>Add crosswalk markings</li> <li>Reduce intersection area</li> <li>Remove right turn lane</li> </ul>	+++	\$\$\$
<b>Bianchi Road &amp; Sousa Street</b>	<ul style="list-style-type: none"> <li>Install crosswalks</li> <li>Remove northbound right turn lane</li> </ul>	++	\$\$
<b>West Lane &amp; Calaveras River Bike Path</b>	<ul style="list-style-type: none"> <li>Extend bike path to both sides of West Lane</li> </ul>	++	\$
<b>Signalized Intersections-Signal Retiming and Crosswalk Recommendations</b>			
<b>March Lane &amp; El Dorado Street</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$
<b>March Lane &amp; Kentfield Road</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	++	\$
<b>March Lane &amp; West Lane</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$
<b>West Lane &amp; Bianchi Road</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$

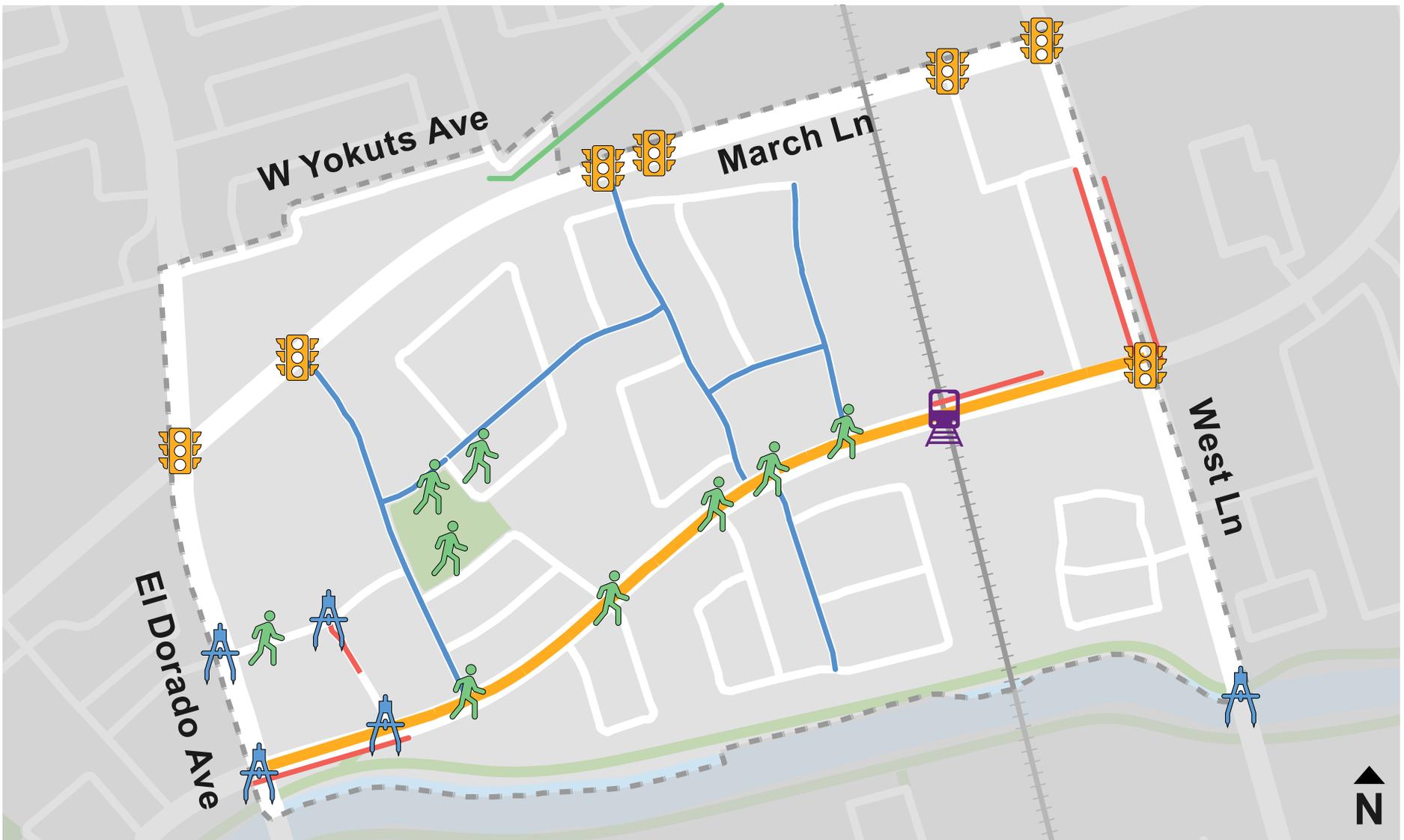
Locations	Recommendation(s)	Priority	Cost Estimate
<b>March Lane &amp; Holiday Drive</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$
<b>March Lane &amp; Calaveras Shopping Center</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+++	\$
<b>Unsignalized Intersections –Signs and Striping Improvements</b>			
<b>Bianchi Road &amp; Cotton Court (N, E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+++	\$
<b>Bianchi Road &amp; Dorset Street (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+++	\$
<b>Bianchi Road &amp; Calandria Street (E, W, S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Bianchi Road &amp; Hillsboro Way (N, E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$
<b>Bianchi Road &amp; Townhome Drive (N, E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Bianchi Road &amp; Greensboro Way (N, E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>West Lane &amp; Tortuga Way (E)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>West Lane &amp; Woodvale Drive (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Kentfield Road &amp; Gateway Court (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Kentfield Road &amp; Coventry (N, E, S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Kentfield Road &amp; Jamestown Street (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Kentfield Road &amp; Surrey Lane (N, W, S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
<b>Jamestown &amp; Shelley Court (E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$

Locations	Recommendation(s)	Priority	Cost Estimate
Coventry Drive & Huntington Lane (E, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$
Bianchi Road & Sousa Street (N, E, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install a rectangular rapid flashing beacon (RRFB)</li> </ul>	++	\$\$
Bianchi Road & Kentfield Road (E, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install a rectangular rapid flashing beacon (RRFB)</li> </ul>	++	\$\$
March Lane & Hillsboro Way (E, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install a rectangular rapid flashing beacon (RRFB)</li> </ul>	+	\$\$
Clowes Court & Clowes Street (N, E, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Convert to all-way stop control</li> </ul>	++	\$
<b>Bicycle Facility Recommendations</b>			
March Lane from Ridgeway Ave to West Lane	<ul style="list-style-type: none"> <li>Install Bike Path</li> </ul>	++	\$\$\$\$
Connection from Bianchi Road to the Calaveras River Bike along open space	<ul style="list-style-type: none"> <li>Install Bike Path</li> </ul>	++	\$\$\$\$
Bianchi Road from El Dorado Street to West Lane	<ul style="list-style-type: none"> <li>Install Bike Lane</li> </ul>	+++	\$
West Lane from March Lane to the Calaveras River	<ul style="list-style-type: none"> <li>Install Bike Lane</li> </ul>	+++	\$
<b>Sidewalk Facility Recommendations</b>			
Bianchi Road from Clowes Street to Union Pacific Railroad Track	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+++	\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
Bianchi Road across Union Pacific Railroad Track	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+++	\$\$
Sousa Street (East side, North third of segment)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
West Lane (Clowes Street to Bianchi Road)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
West Lane from Bianchi Road to Clowes Street (East and West)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	++	\$\$
Bianchi Road from Claremont Avenue to Sousa Street (South)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	++	\$\$
Kentfield Road from Bianchi Road to March Lane	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	+++	\$-\$\$\$
Hillsboro Way from Bianchi Road to March Lane	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	++	\$-\$\$\$
Greensboro Way from Bianchi Road to Cambridge Drive	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	++	\$-\$\$\$
Conventry Drive from Kentfield Road to Hillsboro Way	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	++	\$-\$\$\$
Hemingway Drive from Hillsboro way to Greensboro Way	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	+	\$-\$\$\$
Townhome Drive from Bianchi Road to Liberty Way	<ul style="list-style-type: none"> <li>Traffic Calming</li> </ul>	+	\$-\$\$\$
Bianchi Road from El Dorado Street to West Lane	<ul style="list-style-type: none"> <li>Road Diet (reduce travel lanes from 4 to 3)</li> </ul>	++	\$\$\$\$

Notes: \$ - low cost; \$\$ - medium cost; \$\$\$ - high cost; + - low priority; ++ - medium priority; +++ - high priority; N - north; E - east; S - south; W - west

# Recommended Improvements for Kentfield-Sherwood Neighborhood (Stockton)



## LEGEND

- |  |   |   |  |
|--|---|---|--|
|  Crossing updates |  Intersection Geometry Updates |  Trails/bike lanes   |  Traffic calming               |
|  Signal updates   |  Railroad crossings            |  Potential road diet |  Sidewalk in-fill/improvements |

# 4.0 FAIRGROUNDS NEIGHBORHOOD (STOCKTON)

The Fairgrounds Neighborhood in South Stockton, was chosen based on a low share of the population commuting by walking or bicycling, existing outreach partners, and key essential destinations in the neighborhood. Sidewalk gaps in the area limit connection to essential destinations, such as the Fairgrounds, Brotherhood Park, and Merlo Highschool, throughout the neighborhood.



## Neighborhood Needs

### AIRPORT WAY:

- There is an upcoming road diet project with enhanced bike facilities along Airport Way
- Evaluate potential need for additional enhanced pedestrian crossings to decrease spacing between protected crossings along the corridor
- Potential to add crossing between 8th Street and 10th Street
- Potential to add crossing between 8th Street to Rancho San Miguel market at Dr. MLK Jr. Boulevard
- The STAND affordable housing non-profit is working on redeveloping the 8th Street & Airport Way vacant lot including constructing a health clinic and affordable housing

- Consider better connections to bus rapid transit (BRT) stop at Airport Way & 8th Street to get to bus stop

### SHADE TREES:

- Limited shade in the neighborhood, especially along 10th Street
- Consider shading/shelters at all transit stops

### LIGHTING:

- There is a lack of pedestrian scale lighting
  - There was a discussion of residents not feeling safe at night due to speeding vehicles and crime
- Parents do not feel safe letting their kids walk alone to/from school, parks, etc.
  - This is partially due to a decrease in neighborhood policing patrols

### ROADWAY CONDITION:

- Poor pavement and sidewalk condition on east side of neighborhood
- Sidewalks in poor conditions along 10th St between Airport Way and Phelps Street (due to tree uprooting and sidewalk deterioration)
- Sidewalk clear width is limited on neighborhood streets and was frequently blocked by vehicles

### INTERSECTIONS:

- Many intersections lack ADA compliant ramps in the neighborhood
- Concern about vehicles doing donuts in neighborhood intersections
  - Potential treatments include temporary or flexible medians, planters to reduce unsafe vehicle movements
- Consider additional crosswalks for safe routes to parks and schools
  - Consider enhancing crossings along 8th Street and 10th Street given vehicle speeds
  - Establish safe walking and biking routes to Van Buren Elementary School and Merlo Institute (e.g., crosswalks, lighting, sidewalk enhancements, shade)
- Upcoming RRFB project will be installed M&M Market at 8th Street & Bieghle Street

## Public Feedback

### GETTING TO NEARBY DESTINATIONS

- Bike
- Walk
- Use an electric wheelchair

### BARRIERS IN GOING TO THESE DESTINATIONS

- Unsafe conditions: reckless driving (motorists often do donuts), insufficient lighting, very long crossings.
- Lack of accessibility for wheelchairs and other mobility aids uneven sidewalks, intersections that are difficult to travel through or cross with a wheelchair or walker due to lack of curb ramps or gradual inclines
- Lack of infrastructure including bike lanes, and facilities, lack of sidewalks

### DESTINATIONS

- Rancho San Miguel
- Fairgrounds Flea Market
- Van Buren Elementary School
- Edison High School

### WOULD LIKE TO SEE IN THE NEIGHBORHOOD TO MAKE WALKING/BIKING/GETTING TO TRANSIT BETTER OR EASIER

#### Additional infrastructure:

- Stop signs at the East Clay Street/ South American Street intersection,
- Sidewalk repair and/ or widening along South Airport Way
- More bicycle facilities

#### Trees and shade:

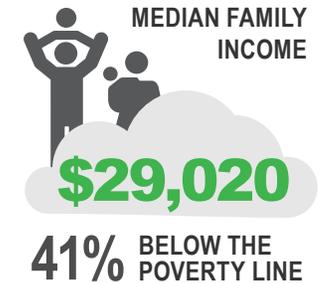
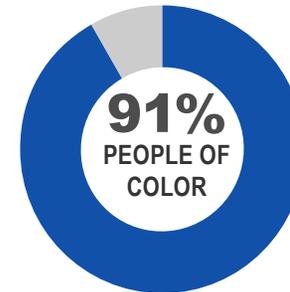
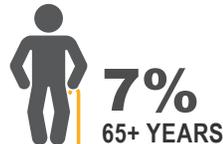
- Tree maintenance along South Airport Way



## FAIRGROUNDS NEIGHBORHOOD (STOCKTON)

The Fairgrounds neighborhood is composed of primarily residential areas and the San Joaquin County Fairgrounds. The neighborhood straddles Airport Way, which bisects the residential neighborhoods and is bordered by MLK Jr Boulevard to the north and Duck Creek to the south. The neighborhood generally has a good network of sidewalks with limited bike facilities for people to travel. Still, there is a lack of crosswalks across Airport Way and several collector roadways that limit connectivity and comfort at crossings. During the walk audits, the project team observed areas where the addition of crosswalks, sidewalks, and bicycle facilities could improve the safety and efficiency of those walking, biking, and rolling in the Fairgrounds neighborhood.

### Population



### Essential Destinations

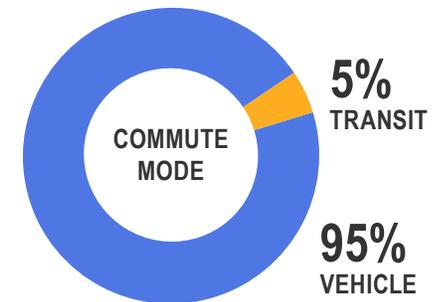
- FAIRGROUNDS
- WILLIAMS BROTHERHOOD PARK
- COMMUNITY PARTNERSHIP FOR FAMILIES
- MERLO HS
- TRANSIT STOPS ALONG AIRPORT WAY
- 8TH ST



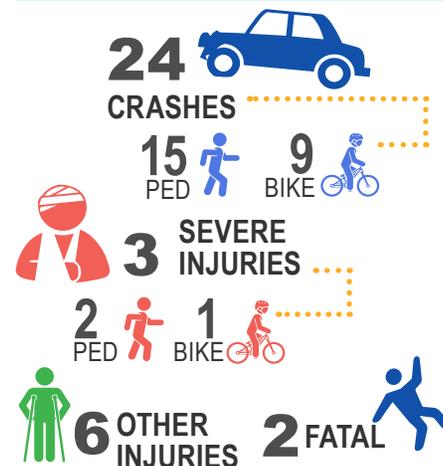
### Transportation



COMPARED TO  
6% COUNTYWIDE  
3% STATEWIDE



### Safety



### Health Rankings

**#3**  
CHNA HEALTH DISPARITIES INDEX

**1** OUT OF **100**  
CALIFORNIA HEALTHY PLACES INDEX

**14** OUT OF **100**  
ACTIVE COMMUTING INDEX

SB 535 DISADVANTAGED COMMUNITIES QUALIFICATION



# Recommendations

This table presents the locations, priorities, and cost estimates for improvement recommendations. Priority was based on walk audit observations, feedback from City staff, and planning-level recommendation costs.

\$ low cost; \$\$ medium cost; \$\$\$ high cost;  
 + low priority; ++ medium priority; +++ high priority

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Intersection Geometry</b>			
<b>E 8th Street &amp; S Phelps Street</b>	<ul style="list-style-type: none"> <li>Convert to all-way stop control</li> <li>Install crosswalks on all legs</li> <li>Install bike lane through intersection</li> </ul>	++	\$\$
<b>Signalized Intersections</b>			
<b>M.L.K. Junior Boulevard &amp; Airport Way</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$\$
<b>M.L.K. Junior Boulevard &amp; Wilson Way</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	++	\$\$
<b>M.L.K. Junior Boulevard &amp; B Street</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	++	\$\$
<b>Airport Way &amp; Fairgrounds</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	++	\$\$
<b>Airport Way &amp; E 8th Street</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$\$
<b>Airport Way &amp; E 10th Street</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	++	\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Unsignalized Intersections – Signs and Striping Improvements</b>			
<b>E 8th &amp; Phelps (N, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 8th &amp; Anne (N, S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 8th &amp; Scribner (N, S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 8th &amp; Bieghele (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 9th &amp; Phelps (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$\$
<b>E 10th &amp; Phelps (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 10th &amp; B (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	++	\$\$
<b>E 12th &amp; Phelps (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> </ul>	+	\$\$
<b>Airport &amp; 1st Street (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	+++	\$\$\$
<b>Airport &amp; E 6th (E)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	++	\$\$\$
<b>Airport &amp; E 9th (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	+++	\$\$\$
<b>Airport &amp; E 12th (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	++	\$\$\$
<b>E 9th &amp; Anne (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	+	\$\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
E 9th & Scribner (N, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	+	\$\$\$
E 10th & Scribner (N, E, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Install rectangular rapid flashing beacon (RRFB)</li> </ul>	++	\$\$\$
E 6th & Fair (E, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Convert to all-way stop control</li> </ul>	+	\$\$
E 6th & Superior (E, W, S)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Convert to all-way stop control</li> </ul>	+	\$\$
E 6th & Scribner (N, S, W)	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and signs</li> <li>Convert to all-way stop control</li> </ul>	+	\$\$
<b>Bicycle Facility Recommendations</b>			
Length of Duck Creek	<ul style="list-style-type: none"> <li>Install Bike Path</li> </ul>	+	\$\$\$
Airport Way from E 10th to E 8th Street	<ul style="list-style-type: none"> <li>Install Bike Lane</li> </ul>	++	\$\$
E 8th Street from Airport Way to S D Street	<ul style="list-style-type: none"> <li>Install Bike Lane</li> </ul>	++	\$\$
Dr. M.L.K. Junior Boulevard (length of neighborhood)	<ul style="list-style-type: none"> <li>Install Protected Bike Lane</li> </ul>	++	\$\$\$
<b>Sidewalk Facility Recommendations</b>			
Fairgrounds (length of street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+++	\$\$
1st Street (length of street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
Union Street (Second Street to Pilgrim Street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
Fairgrounds south access road (length of road)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
Folsom Street (Union Street to Airport Way)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
Bieghle Street (E 8th Street to Clover Lane)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
Clover Lane (Bieghle Street to B Street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	++	\$\$
E 11th Street (Bieghle Street to B Street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
E 10th Street (Bieghle Street to B Street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
E 9th Street (Bieghle Street to B Street)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
E 8th Street (Bieghle Street to midblock)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
Doctor M.L.K. Junior Boulevard (length of neighborhood)	<ul style="list-style-type: none"> <li>Sidewalk infill</li> </ul>	+	\$\$
E 10th Street (Airport Way to B Street)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	+++	\$\$
E 6th Street (Fair Street to Superior Street)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	++	\$\$
B Street (E 6th Street to Michael Ave)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	++	\$\$
Doctor M.L.K. Junior Boulevard (length of neighborhood)	<ul style="list-style-type: none"> <li>Widen sidewalk</li> </ul>	+	\$\$
Fairgrounds (length of street)	<ul style="list-style-type: none"> <li>Improve streetscaping – add shade trees/tree buffer from road, lighting.</li> </ul>	+++	\$\$\$

Notes: \$ - low cost; \$\$ - medium cost; \$\$\$ - high cost; + - low priority; ++ - medium priority; +++ - high priority; N - north; E - east; S - south; W - west

Locations	Recommendation(s)	Priority	Cost Estimate
<b>E 6th Street (Airport Way to Scribner St)</b>	▪ Traffic Calming	+	\$-\$\$
<b>Seventh Street E (Airport Way to Scribner St)</b>	▪ Traffic Calming	+	\$-\$\$
<b>E 8th Street (Sacramento Street to S Laurel Street)</b>	▪ Traffic Calming	++	\$-\$\$
<b>Scribner Street (Seventh Street E to E 10th Street)</b>	▪ Traffic Calming	+	\$-\$\$
<b>Anne Street (Seventh St E to E 10th Street)</b>	▪ Traffic Calming	+	\$-\$\$
<b>E 10th Street (Sacramento Street to Bieghle Street)</b>	▪ Traffic Calming	++	\$-\$\$

Notes: \$ - low cost; \$\$ - medium cost; \$\$\$ - high cost;  
 + - low priority; ++ - medium priority; +++ - high priority;  
 N - north; E - east; S - south; W - west

# Recommended Improvements Fairgrounds Neighborhood (Stockton)

## LEGEND

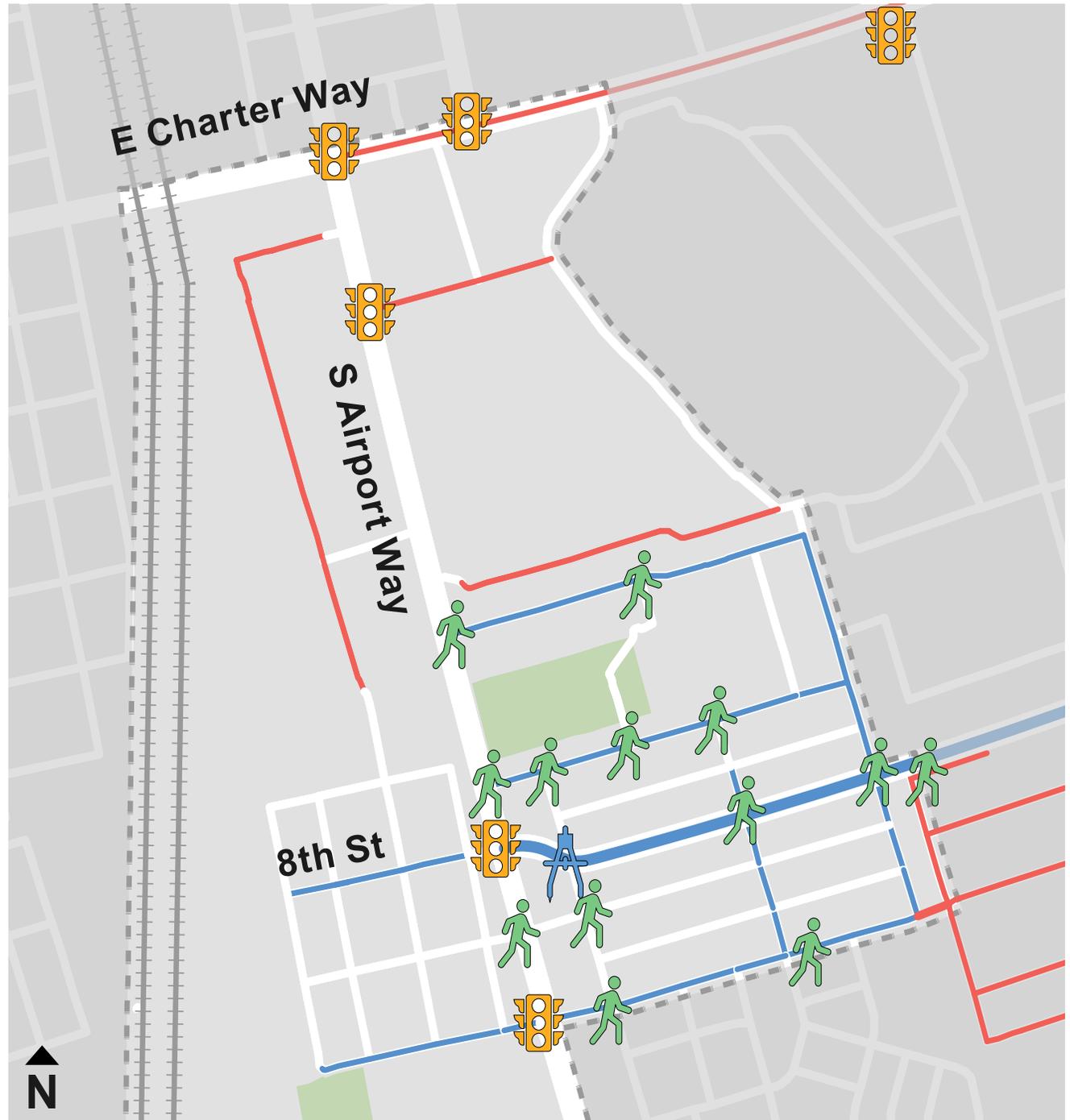
 Crossing updates

 Signal updates

 Intersection Geometry Updates

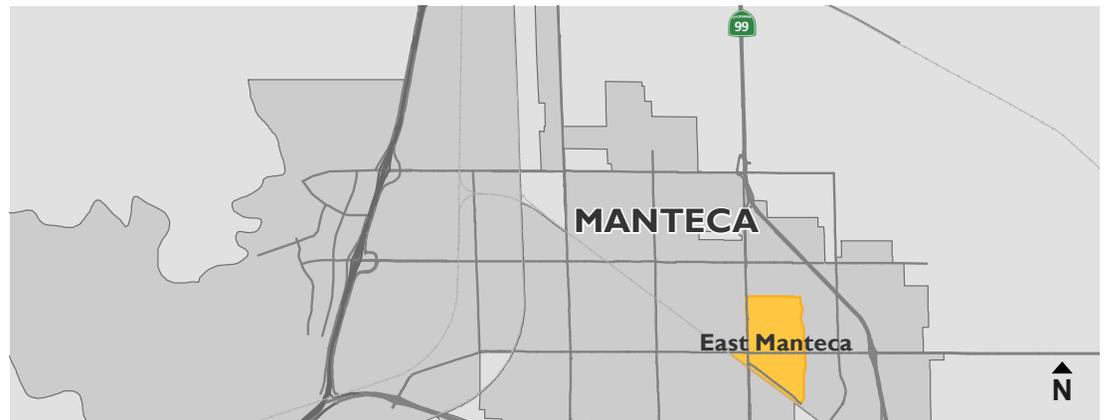
 Traffic calming

 Sidewalk infill/improvements



# 5. EAST MANTECA NEIGHBORHOOD (MANTECA)

East Manteca was chosen based on strong support by the City of Manteca and, existing partnerships in the community, and a desire to work in neighborhoods across the region. The neighborhood has limited automobile access, with little to no share of the population commuting by bicycle, and is surrounded by multi-lane roadways that can be a barrier to walking and bicycling (e.g., Main Street).



## Neighborhood Needs

### MOFFATT BOULEVARD:

- Students frequently cross Moffatt Blvd (and have been hit by vehicles in the past)
- There are a lot of trucks/heavy vehicles along the corridor leading to parking restrictions and conflicts

### MAIN STREET:

- Consider consistent cross section along Main Street to maintain shorter pedestrian crossings
- Enhance uncontrolled pedestrian crossings on Main Street (Edison Street, Sutter Street)
- Consider bike-cross at Tidewater Bikeway crossing of Main Street

- Evaluate design of Main Street and Moffat Boulevard to tighten intersection footprint and remove additional lane on Moffat Boulevard departure

### **SIGNAGE AND STRIPING:**

- Add wayfinding and improve connections to the Tidewater Bikeway, transit center, schools, downtown
- Consider additional crossing, striping, lighting, and signage around schools
- Consider adding advanced stop bars at signalized crossings

### **SIDEWALKS:**

- Evaluate potential to widen sidewalks for comfort along major corridors
- ADA compliant/directional ramps are not available at most intersections
- Evaluate opportunities to enhance sidewalk consistency and clear width; there are frequent changes due to timing of different residential developments

### **OTHER:**

- Parking currently allowed where buses stop at transit stops (e.g., Yosemite Ave)
- Consider education for children walking/biking from school to surrounding areas
- Consider prohibiting right turns on red and/or leading pedestrian intervals at signalized intersections with high pedestrian activity
- Consider traffic calming and medians on intersection approaches along Garfield and similar collectors, consistent with approach taken on Powers Avenue, to manage speeding.

## **Public Feedback**

### **GETTING TO NEARBY DESTINATIONS**

- Bike
- Walk
- Use an electric wheelchair

### **BARRIERS IN GOING TO THESE DESTINATIONS**

- Difficulty crossing major roadways including Main St, Yosemite Ave, Moffat Blvd, and North St
- Lack of accessibility for multiple modes of travel including wheelchairs, walkers, or other mobility aids
- Higher speed cut-through traffic through residential neighborhoods

### **DESTINATIONS**

- Downtown Manteca
- Manteca High School
- Downtown Transit Center
- Lincoln and Shasta Elementary Schools

### **WOULD LIKE TO SEE IN THE NEIGHBORHOOD TO MAKE WALKING/BIKING/GETTING TO TRANSIT BETTER OR EASIER**

#### **Additional infrastructure:**

- Traffic calming and speed management on neighborhood collector roadways
- Crossing and accessibility enhancements for people walking

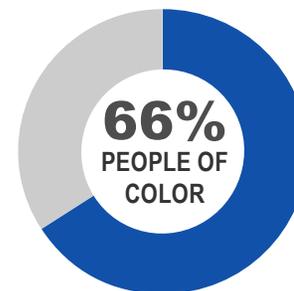
- Safe route to school improvements for children walking and biking



## EAST MANTECA NEIGHBORHOOD (MANTECA)

The East Manteca neighborhood is composed of primarily residential areas. Main Street and Yosemite Avenue serve as commercial corridors for the neighborhood. The neighborhood generally has a good network of sidewalks and bicycle facilities for people to travel. Still, there is a lack of crosswalks across several major roadways that present risk to pedestrians and bicyclists. During the walk audits, the project team observed areas where the addition of crosswalks, sidewalks and bicycle facilities could improve the safety and efficiency of those walking and biking in the East Manteca neighborhood.

### Population



### Essential Destinations

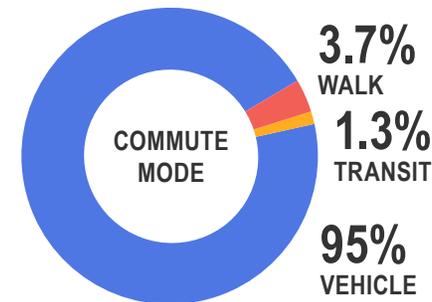
- MANTECA HS
- LINCOLN AND SHASTA ELEMENTARY
- DOWNTOWN MANTECA
- LINCOLN PARK
- DOWNTOWN TRANSIT CENTER



### Transportation



COMPARED TO  
6% COUNTYWIDE  
3% STATEWIDE



### Safety



### Health Rankings



SB 535 DISADVANTAGED COMMUNITIES QUALIFICATION



# Recommendations

This table presents the locations, priorities, and cost estimates for improvement recommendations. Priority was based on walk audit observations, feedback from City staff, and planning-level recommendation costs.

\$ low cost; \$\$ medium cost; \$\$\$ high cost;  
 + low priority; ++ medium priority; +++ high priority

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Intersection Geometry</b>			
<b>Main St &amp; Moffatt Blvd</b>	<ul style="list-style-type: none"> <li>T-off intersection</li> <li>Reduce intersection footprint</li> <li>Connect bicycle facilities to trail</li> </ul>	++	\$\$\$
<b>Yosemite Ave Rail Crossing (between Willow Ave and Manteca Ave)</b>	<ul style="list-style-type: none"> <li>Upgrade rail crossing for pedestrians</li> </ul>	+++	\$\$\$
<b>Center St Rail Crossing (between Goodale Ct and Elm Ave)</b>	<ul style="list-style-type: none"> <li>Upgrade rail crossing for pedestrians</li> </ul>	+++	\$\$\$
<b>Signalized Intersections</b>			
<b>Main St &amp; Alameda St (N, E, S)</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$-\$\$
<b>Main St &amp; Center St (N, E, S)</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$-\$\$
<b>Main St &amp; North St (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Upgrade all crosswalk markings</li> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$-\$\$
<b>Main St &amp; Yosemite Ave</b>	<ul style="list-style-type: none"> <li>Install leading pedestrian interval (LPI)</li> </ul>	+++	\$

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Yosemite Ave &amp; Powers Ave</b>	<ul style="list-style-type: none"> <li>Install leading pedestrian interval (LPI)</li> </ul>	+	\$
<b>Unsignalized Intersections – Signs and Striping Improvements</b>			
<b>Main St &amp; Sutter St (N, E, S)</b>	<ul style="list-style-type: none"> <li>Upgrade pedestrian crosswalk markings and advanced yield signs</li> </ul>	++	\$-\$\$
<b>North St &amp; Sherman Ave (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Upgrade pedestrian crosswalk markings and advanced yield signs</li> </ul>	++	\$-\$\$
<b>North St &amp; Fremont Ave (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Upgrade pedestrian crosswalk markings and advanced yield signs</li> </ul>	++	\$-\$\$
<b>Yosemite Ave &amp; Grant Ave (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Upgrade pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>Edison St &amp; Garden Gate Dr (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+	\$-\$\$
<b>Edison St &amp; Dawn Dr (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>Edison St &amp; Placer Ave (E, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>North St &amp; Powers Ave (N, E, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>Center St &amp; Sherman Ave (S)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	++	\$-\$\$
<b>Yosemite Ave &amp; Sherman Ave (W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>Yosemite Ave &amp; Garfield Ave (east) (E)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$-\$\$
<b>Yosemite Ave &amp; Washington Ave (N, S, W)</b>	<ul style="list-style-type: none"> <li>Install pedestrian crosswalk markings and advanced yield signs</li> </ul>	+++	\$\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
Yosemite Ave & Sheridan Ave (E, W)	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
Moffatt Blvd & Grant Ave (E, W)	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
Moffatt Blvd & Lincoln Ave (W)	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
Moffatt Blvd & Sherman Ave (E)	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
Moffatt Blvd & Garfield Ave (E)	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
North St & Grant Ave (N, E, S, W)	▪ Install pedestrian crosswalk markings and advanced yield signs	++	\$-\$-\$
Center St & Grant Ave (W)	▪ Install pedestrian crosswalk markings and advanced yield signs	++	\$-\$-\$
Center St & Fremont Ave (N, E, S, W)	▪ Install pedestrian crosswalk markings and advanced yield signs	++	\$-\$-\$
Moffatt Blvd & Powers Ave (N, E)	▪ Install pedestrian crosswalk markings and advanced yield signs	++	\$-\$-\$
Wawona St & Sequoia Ave	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
Wawona St & Locust Ave	▪ Install pedestrian crosswalk markings and advanced yield signs	+++	\$-\$-\$
<b>Unsignalized Intersections –Enhanced Pedestrian Crossing Improvements</b>			
Main St & Edison St	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	+++	\$\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
Edison St & Lincoln St	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	+	\$\$\$
Edison St & Powers Ave	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	+++	\$\$\$
Center St & Lincoln St	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	+	\$\$\$
Moffatt Blvd & Garfield Ave	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	++	\$\$\$
Moffatt Blvd & Powers Ave	▪ Install rectangular rapid flashing beacon (RRFB) ▪ Install advanced stop/yield lines	+	\$\$\$
<b>Bicycle Facility Recommendations</b>			
Moffatt Blvd & Sherman Ave	▪ Bicycle Trail connection	+++	\$
Moffatt Blvd & Sherman Ave	▪ Bicycle Trail connection	+++	\$
Moffatt Blvd & Powers Ave	▪ Bicycle Trail connection	+++	\$
<b>Sidewalk Facility Recommendations</b>			
Grant Ave (west side between Otis St & Moffat Blvd)	▪ Sidewalk Infill	+++	\$\$
Lincoln Ave (west side, between Edison St & Alameda St)	▪ Sidewalk Infill	++	\$\$
Moffatt Blvd (north side, Main St to Garfield Ave)	▪ Improve streetscaping – widen sidewalks, add trees/ tree buffer from road	+++	\$\$\$

Locations	Recommendation(s)	Priority	Cost Estimate
<b>Moffatt Blvd (south side, east of Lincoln Ave to Garfield Ave)</b>	▪ Improve streetscaping – widen sidewalks, add trees/ tree buffer from road	++	\$\$\$
<b>Sherman Ave (Moffat Blvd to Yosemite Ave)</b>	▪ Traffic Calming	+++	\$\$\$
<b>Garfield Ave (Moffat Blvd to Yosemite Ave)</b>	▪ Traffic Calming	+++	\$\$\$
<b>Fremont Ave (Yosemite Ave to Alameda St)</b>	▪ Traffic Calming	++	\$\$\$
<b>Powers Avenue (Yosemite Ave to Moffatt Boulevard)</b>	▪ Traffic Calming	+++	\$\$\$
<b>Main St (Louise Ave to Wetmore St)</b>	▪ Road Diet (reduce travel lanes from 4 to 3)	+++	\$\$\$

Notes: \$ - low cost; \$\$ - medium cost; \$\$\$ - high cost;  
 + - low priority; ++ - medium priority; +++ - high priority;  
 N - north; E - east; S - south; W - west

# Recommended Improvements for East Manteca Neighborhood (Manteca)

## LEGEND

-  Pedestrian crossing installation/enhancements
-  Ped/bike signal upgrades
-  Intersection redesign
-  Rail crossing improvement
-  Potential road diet
-  Traffic calming
-  Sidewalk infill/improvements
-  Bike/trail connections
-  Streetscaping



# 6. FUNDING AND SUPPORT OPPORTUNITIES

This section documents relevant grant funding programs as well as opportunities for SJCOG to support the communities and local agency partners in implementing the recommended improvements to enhance walking and biking and support healthy outcomes in the three priority communities. While these opportunities are based on the completed work described in this report, Kittelson recognizes SJCOG must consider and balance a range of other factors when making programming decisions. These opportunities have been identified to help develop a roadmap for SJCOG and PHS to help support local implementation of mobility improvements and supporting programs and/or policies.

## Potential ATIP Recommendation Funding Programs

Grant Program	Description	Applicable Projects
<b>Measure K Bicycle, Pedestrian, and Safe Routes to School Program</b>	This program is a regional competitive grant program that awards funding for the planning, development, and construction of new bicycle, pedestrian, or safe routes to school facilities. The program is derived from a 7% set-aside of the Measure K's Transit Category Funding.	Walking, biking, and safe routes to school improvement projects. This includes plans, project development, and construction projects.
<b>Active Transportation Program</b>	The ATP grant program funds infrastructure and programmatic projects that increase walking and biking, enhance active transportation safety, enhance public health, and ensure disadvantaged communities share in the benefits of the program.	Transformative walking and biking improvements, safe routes to school programs
<b>Affordable Housing and Sustainable Communities</b>	The AHSC Program provides grants and loans to achieve GHG emission reductions and benefit disadvantaged communities by increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation investments.	Walking, biking, and transit-supportive capital improvements in concert with affordable housing developments
<b>Clean California Local Grant Program</b>	This program funds beautification and improvements to local streets and roads, parks, pathways, and transit center to clean and enhance public spaces to improve walking and recreation	Walking and recreation improvements that integrate urban greening and beautification to connect to and enhance public spaces
<b>Environmental Enhancement and Mitigation Program</b>	This program funds environmental enhancement and mitigation projects that are directly or indirectly related to transportation projects. Projects must provide enhancement beyond that otherwise called for in CEQA.	Urban forestry and enhanced environmental mitigations in combination with transportation improvements

Grand Program	Description	Applicable Projects
<b>Highway Safety Improvement Program</b>	HSIP funds safety improvements for all modes that work toward state goals of reducing fatal and serious injury crashes on public roads consistent with nationally recognized crash reduction factors.	Pedestrian crossing enhancements, bicycle facilities, intersection improvements, road diets, lighting improvements
<b>Infill Infrastructure Grant</b>	The IIG Program promotes infill housing development by providing financial assistance for capital projects that help facilitate qualifying infill projects or areas.	Infrastructure enhancements supportive of infill projects or areas.
<b>Sustainable Transportation Equity Project</b>	The STEP program is a transportation equity pilot to address community transportation needs, enhance accessibility to destinations, and reduce environmental impacts through clean transportation projects in disadvantaged and low-income communities. Grants can be for planning and capacity building, or implementation.	Active transportation, transit, and other clean transportation improvements or programs
<b>Sustainable Transportation Planning Grants</b>	Caltrans planning grant program includes funding for local and regional transportation planning in line with statewide goals as well as addressing statewide, interregional, or regional transportation deficiencies that support sustainable communities' strategies and GHG reduction targets.	Multimodal corridor or areawide studies
<b>Transformative Climate Communities</b>	This program empowers environmentally impacted communities to identify goals, strategies, and projects to reduce GHG emissions and local air pollution.	Projects and programs that support GHG emission and air pollution reductions
<b>Urban Greening Grant Program</b>	This program funds urban greening and urban forestry projects that reduce GHGS and provide other benefits with priority consideration to disadvantaged communities	Urban greening and forestry projects



# 7. SUPPORT OPPORTUNITIES

## Identify and/or Fund Corridor or Areawide Planning Studies

SJCOG can continue to support active transportation and RTP/SCS-supportive transportation implementation in priority community areas by supporting corridor or neighborhood/areawide planning studies that help carry forward initial recommendations into further detail or expand the ATIP approach to new neighborhoods. This could include reviews of new neighborhoods or more detailed analysis of potential walking and biking improvements, road diet feasibility, or traffic calming opportunities where these opportunities have been identified.

## Support Project Implementation Funding Pursuits

SJCOG can help partner agencies by providing technical assistance to local partner agencies to seek appropriate funding to carry these projects to the next phase of work. This could take the form of SJCOG setting aside Measure K funding to target feasibility, design, and construction funding to support projects of these types for all local jurisdictions, or identifying appropriate funding sources (e.g., Caltrans Active Transportation Program or Sustainable Transportation Planning grants) to fund the continuing development of the projects.

## Safe Routes to School/Transit Project Development.

The three ATIP neighborhoods all shared recommendations to enhance connections to safe routes to school and transit. Initial recommendations have been made to develop infrastructure improvements that would support walking, biking, or rolling to schools and transit. SJCOG could explore broader planning or implementation studies to identify more comprehensive walking, biking, and rolling improvements or opportunities to comprehensively enhance access to transit and schools.

## Additional Studies

In addition to helping implement, SJCOG can also assist with further developing South Stockton's mobility by assisting in the development of any of the following future studies to help address the issues identified above.

- Urban Greening: SJCOG could explore funding a planning and/or implementation study to identify best practices for urban greening efforts, opportunity sites for new plantings, and species or types of trees/plants that would best serve to provide shade and improve air quality in priority neighborhoods.

- Placemaking/Demonstration Events: SJCOG could work with the local community organizations and local agencies to study how to transform the existing urban design of streets in priority neighborhoods to encourage placemaking and street designs that support active living. This could take the form of beautifying key connector routes between neighborhoods and destinations or conducting demonstration events with temporary placemaking and other transportation-related improvements to demonstrate and gain support for future improvements within neighborhoods.
- Data collection efforts: As previously identified in the South Stockton Community Mobility Assessment, the ATIP also supported several opportunities to collect additional data to help address mobility concerns within priority neighborhoods. Potential data collection efforts that would help further project identification and speed implementation of supportive projects include:
  - Sidewalk Gap Identification
  - ADA/Curb Ramp Improvements
  - Pedestrian Crossing Enhancements

## San Joaquin County Public Health Services Coordination

In addition to undertaking additional planning and implementation studies, SJCOG can partner with PHS to coordinate with and support their active living programs including the CalFresh Healthy Living Program. The PHS CalFresh Healthy Living Program (previously called the Nutrition Education and Obesity Prevention Program) is dedicated to supporting the health and well-being of community residents by promoting nutrition and physical activity. PHS CalFresh Healthy Living Program, and its partners, offer an assortment of training and technical assistance on topics related to nutrition education, tobacco cessation, and physical activity. For example, parks and recreational staff can be trained on evidence-based platforms that promote a fun and effective approach to increasing physical activity for youth, adults, and seniors. The following are a few program areas that promote active transportation:

**SAFE ROUTES TO SCHOOL (SRTS)** is a national initiative that works to make it safer, more convenient, and fun for children of all ages to walk and bicycle to and from schools. By improving roadway safety (e.g., sidewalks, crosswalks, signage, lighting, etc.) more youth can walk or bike to school. The goal of SRTS is to reduce injuries as well as to increase health and physical activity.

- **Bike Rodeos**

Bike rodeos are a great way for kids and their parents to learn about bicycle safety with practice. Kids bring their bikes and practice riding and safety techniques that will help them to become better bicyclists and avoid common crashes. Some rodeos are designed as large events with skills activities, education stations, and games, while others are much smaller, requiring less space, fewer resources, and a smaller number of volunteers. PHS can assist with coordinating and conducting bike rodeos at schools and/or community parks.

- **Walking School Bus/ Bicycle Trains**

A walking school bus (WSB) is a safe and fun way for children to be physically active as they travel to and from school with adult supervision. Each “bus” walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route and walking and biking them to school. PHS can work with parent groups to coordinate WSB/Bicycle Trains in the school neighborhood.

## PARK ACTIVATION

Teaming with community-based organizations and funding partners, PHS can help produce projects that activate parks and playgrounds for local neighborhoods.

- **ParkRx**

Park Prescription programs (also called ParkRx) encourages community members to spend time in nature to improve their health and well-being. ParkRx can be as diverse as the communities for which they are designed, and often include collaboration between park and public agencies, healthcare providers, and community partners. PHS can provide guidance, training, and technical assistance to set up a ParkRx project.

## 8. CONCLUSION AND NEXT STEPS

The recommendations identified within the Active Transportation Improvement Plans for the three priority neighborhoods can serve as a near-term and long-term roadmap for SJCOG to work with the City of Stockton, City of Manteca, PHS, and community stakeholders to improve mobility within the three priority communities. Each set of recommendations identifies priorities for implementation as well as relative costs to help local agencies and partners identify near-term and long-term implementation goals to improve the neighborhoods' comfort and connectivity for people walking, biking, rolling, or taking transit. This planning work aims to augment and/or assist local agencies with limited staff capacity and resources make progress toward their active living goals. The plans also seek to build relationships between neighborhood champions and residents with City staff to help drive participatory planning.

The locations identified within this report should serve as a starting point for identifying improvements within the community and could act as templates for future improvement projects within other priority neighborhoods. The recommendations also represent a step in developing community-driven projects to help build trust in the project development process and support active living. SJCOG and its local agency partners should consider how these identified projects may be best addressed or further expanded through improvement projects or additional feasibility studies given likely funding opportunities and community support to create a safer, more comfortable travel experience for all community members in the priority neighborhoods.



