ACTIVE TRANSPORTATION PROGRAM

CYCLE 1
APPLICATION
PART 1 AND PART 2

City of Stockton
San Joaquin Trail

For Caltrans use only: ____TAP _____STP_____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

TABLE OF CONTENTS

San Joaquin Trail

i. Title Sheet 1
ii. Table of Contents 2
I. General Information 4
II. Project Information 6
III. Screening Criteria 7
IV. Narrative Questions Q1 – Q8 9
V. Project Programming Request 26
VI. Additional Information 30
VII. Non-Infrastructure Schedule Information 31
VIII. Application Signatures 32
IX. Additional Application Attachments 33
Attachment A –Vicinity Map 34
Attachment B – Project Location Map 35
Attachment C– 2011 Office of Traffic Safety Ranking for Stockton ... 36
Attachment D – Collision Report and Map 37
Attachment E– Photos 55
Attachment F – Contributing Factors to Chronic Disease 58
Attachment G – Detailed Data Collection Methods 61
Attachment H – Existing Bikeway Facility 67
Attachment I – Site Plan & Par Course Equipment 68
Attachment J – Public Meeting Invitation 71
Attachment K– Public Meeting Comments & Sign In Sheet 73
Attachment L – Bicycle Survey & Questionnaire 77
Attachment M– Cal Enviro Data 89
Attachment N – Disadvantage Community Project Area 90

Attachment O – Site Plan Layout 93
Attachment P – Demographics 96
Attachment Q– Engineer's Estimate 97
Attachment R– Engineering & Traffic Study 98
Attachment S– Letters of Support 106
Attachment T – CALCC Response 117
Attachment U – CCC Response 118

I. GENERAL INFORMATION

Project name:	San Joaquin Trail

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Stockton, 22 E Weber Av, Stockton, CA 95202	2. PROJECT FUNDING ATP funds Requested $ 1,394,000.00 Matching Funds (If Applicable) $ Other Project funds $ 85,000.00 TOTAL PROJECT COST $ 1,479,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Karla Cervantes, Project Manager Karla.Cervantes@stocktongov.com 209-937-8492	
4. APPLICANT CONTACT (Address & zip code) 22 E Weber Av Rm 301, Stockton, CA 95202	5. PROJECT COUNTY(IES): San Joauqin
6. CALTRANS DISTRICT #- Click Drop down menu below District 10	7. Application # 2 of 19 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SJCOG San Joaquin Council of Governemnts
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 00149S
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 10-5008R

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name:	San Joaquin Trail

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
    ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
    ☐ Active Transportation Plan

    (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
    ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
    Bicycle only: ☐ Class I ☐ Class II ☐ Class III
    Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☒ Multi-use facility

    Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

    ***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☒ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:
27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECTINFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information,Section III. Screening CriteriaandSectionIV. Narrative Questions- 20 pages max)

1. **Project Location**

The project location is in Stockton, the San Joaquin Trail is part of the PG&E Greenbelt easement centrally located in the Weston Ranch Subdivision Area.

Project Coordinates Latitude 37.90784 Longitude -121.31085

(Decimal degrees) (Decimal degrees)

2. **Project Description**

The Weston Ranch subdivision has an existing greenbelt of approximately 50 acre easement for PG&E transmission lines. In most locations, the easement is approximately 100 feet wide. Most of the easement contains a bicycle/pedestrian path, lighting, benches, irrigation system, and turf.

The PG&E easement/greenbelt has approximately **3.2 miles** of a combined north-south east-west designated Class I Bikeway (Attachment A- Vicinity Map).

Improvements to the greenbelt started in the early 1990's with the first units of Weston Ranch. Lyons Communities was the developer of Weston Ranch and installed greenscape to the existing segments of the greenbelt. Lyons went bankrupt in the early 1990's and never completed construction of all the easement improvements north of William Moss Boulevard. Most of the greenbelt includes improvements such as lighting, benches, irrigation and turf with the exception of an existing five acre area in the middle of the corridor which remains unimproved (Attachment B-Project Location Map).

The Weston Ranch Subdivision serves over 20,000 residents; with over 4,500 students enrolled at the five K-12 schools. The San Joaquin Trail project is the five acre area remaining to be improved. The proposed project area is an **underutilized**, open public space adjacent to Carolyn Weston Boulevard to the north, a major collector with an Average Daily Traffic Volume traffic of 21,282 and William Moss Boulevard to the south, a major arterial with an Average Daily Traffic volume of 5,000 (Attachment R-Engineering & Traffic Study).

The San Joaquin Trail is a **multi-use** facility designated a Class I Bikeway in our City's Existing Bikeway Network (Attachment H- Existing Bikeway) Improvements to this area will promote walking and bicycling by resurfacing, repairing and replacing portions of the existing bikeway, which has been subject to erosion and wear, undercutting the asphalt, other work will install in-ground bicycle racks, ADA accessible benches and tables**,** upgrade existing ramps to ADA standards, install par-course equipment (exercise equipment) at five strategically locations with rubberized surface, install drinking fountains, irrigation, grass, groundcover, shrubs and trees, to make the surrounding area aesthetically pleasing to the public and increase walkability and bicycling, improve physical activity and health, promote livability, and reduce gas emissions.

3. **Project Status**- In 2010 the City contracted services with a design firm to provide design improvements plans to for the San Joaquin Trail a multi-use trail. This project has **90%** complete plans and specifications, and CEQA Clearance. However, the plans and specifications used the 2006 Caltrans Standards and will require updating to meet the 2010 Standards. Funds are being requested to obtain NEPA Clearance, Revise Plans and Specifications to meet new requirements and update to 2010 Standard Plans and Specifications, including Construction and Construction Engineering.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding

Applicant's Needs:

- **Safety** - Based on the 2011 California Office of Traffic Safety (OTS) ranking, Stockton ranked **3rd** out of 13 California cities for highest number of traffic collisions, with 107 pedestrians killed/injured in a traffic collision; 116 bicyclists were killed/injured (Attachment C– 2011 Office of Traffic Safety Ranking for Stockton).

- **Collisions** - The Five year Pedestrian and Bicycle Collision Summary Reports for William Moss Boulevard, Carolyn Weston Boulevard, Henry Long Boulevard and EWS Woods Boulevard show a total

of 79 collisions of which **9** Motor Vehicle Collisions involved with pedestrians and **2** Motor Vehicle Collisions involved with Bicycles (Attachment D-Collision Report and Map).

- **Existing Conditions** - The San Joaquin Trail (5 acre area) is dry, with infested weeds, and uninviting, the area has been mowed in attempt to create a turf-like appearance. Current maintenance of the area between the path and the fence is to keep the weeds controlled. The existing Class I Bikeway path is rough with exposed aggregate, with alligator and longitudinal cracking and with eroded edges creating a hazard for bicyclists and pedestrians. This area is uninviting when compared to the rest of the greenbelt. Because of these conditions students, cyclists and pedestrian often choose to bike or walk along the existing roads rather than walk or bike on the designated bikeway. Without improvements this area will continue to deteriorate (Attachment E- Photos).
- **Health Issues**- In 2011 the San Joaquin County Public Health Services published its San Joaquin County (SJC) Community Health Status Report. The Report highlights that "Sixty-five percent of adults in San Joaquin County (SJC) and more than **33%** of children (in grades 5, 7, and 9) are overweight or obese. The report also highlights that the level of physical activity among youth and teenagers in SJC is below the statewide rate, and only 14% of adults in the county engage in a healthy physical activity compared to 17.4% for California. Lack of inactivity and unhealthy eating are factors contributing to chronic disease, including cardiovascular disease, stroke, osteoporosis, Type II diabetes, and some cancers. (Attachment F- Factors Contributing to Chronic Disease- SJC Health Report).

Improvements to the San Joaquin Trail are much needed to improve safety, promote health, increase physical activity by installing the Par-Course equipment, increase walkability and bicycling by repairing the existing bike path, improve air quality, reduce traffic congestion and decreases Vehicle Miles Travel (VMT) and Green House Gas emissions (GHG), improving the air quality is where asthma rates are highest.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The project is consistent with the San Joaquin Council of Government's (SJCOG) draft 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). *This* will be the first RTP in San Joaquin County to contain a SCS. The RTP/SCS is a comprehensive long-range regional transportation planning document that is scheduled to be considered for adoption by the SJCOG Board in June 2014. The proposed project will assist SJCOG in meeting its goals of reduced auto trips and increased bike and walk trips. The proposed project is also consistent with the goal/objective of the currently adopted RTP (2011) to increase accessibility & mobility by providing greater transportation opportunity & expanded choice.

IV. NARRATIVE QUESTIONS

1. 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 NON-MOTORIZED USERS.*(0-30 POINTS)*

A. Describe how your project encourages increased walking and bicycling, especially among students.

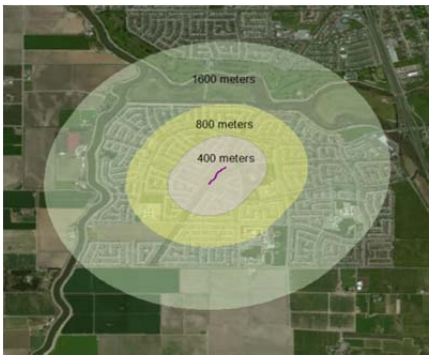
The bike commuter, pedestrians and students will be the biggest benefactors of this project. With five schools within a mile of the project boundary (approximately 4,500 students), there will likely be a large number of students using this improved facility. Additionally, over 12,000 residents[1] live within a ½ mile buffer of the facility, a well-used catchment distance for walking. Therefore, nearby residents will likely use this facility for recreational purposes. With improvements to the trail and trailside, trips may be rerouted from surrounding neighborhoods streets onto the safer San Joaquin trail.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Additional bicycle users due to the implementation of the San Joaquin trail project are calculated based on the region's bicycle mode share and the population density in 3 different buffers around the project boundary, as illustrated in the image below. New bicyclists are a function of the existing mode

[1] 2010 US Census.

share determined by likelihood factors based on proximity to the facility, as determined by NCHRP



Report 552.

This project is estimated to result in a 196% increase in bicyclists, from 951 users to 1867 users daily within the project boundary.

BICYCLISTS	
Calculation	**Total**
New bicyclists (daily) *(new child bicyclists + new adult bicyclists)*	**916**
Existing bicyclists (daily) *(new child bicyclists + new adult bicyclists)*	**951**
Future bicyclists (daily) *(existing bicyclists + new bicyclists)*	**1867**
Percent increase in bicyclists *(new bicyclists + existing bicyclists)/ existing bicyclists*	**196%**

New pedestrian users from the implementation of this project are estimated by using current counts and existing research on the percent increase in users given specific path improvements that are documented in Attachment G. Due to the proposed implementation of additional trailside facilities and improved path condition, a 64% increase in pedestrian users will bring the number of daily pedestrians from 124 to 204.

PEDESTRIANS	
Existing pedestrian users (daily) *(weekday count + weekend count) x 0.4)*	124
Proposed project percent increase of pedestrians *(9% x 4) + 28%*	64%
New pedestrians (commute + rec, daily) *(existing pedestrian users x 0.64)*	**80**
Future pedestrians (daily) *(existing pedestrians + new pedestrians)*	**204**
Percent increase in pedestrians *(new pedestrians + existing pedestrians)/ existing pedestrians*	**64%**

When the existing and future bicycle and pedestrian users are compared, results are as follows:

BICYCLISTS & PEDESTRIANS	
New bike/ped users (daily)	**996**
Existing bike/ped users (daily)	**1075**
Future bike/ped users (daily)	**2071**
Percent increase in bike/ped users	**93%**

With five schools within a mile of the project boundary, there will likely be a large number of students using this improved facility. Additionally, over 12,000 residents[2] live within a ½ mile buffer of the facility, a well-used catchment distance for walking. Therefore, nearby residents will likely use this facility for recreational purposes. With improvements to the trail and trailside, trips may be rerouted from surrounding neighborhoods streets onto the safer San Joaquin trail. For additional detailed information see Attachment G –Detailed Cost Benefit Analysis

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

This project will close a much needed gap along the greenbelt. With five schools within a mile of the project boundary, there will likely be a large number of students using this improved facility. Calculations made based on the region's bicycle mode share and population density in 3 different buffers around the project boundary anticipate this project will result in a 196% increase in bicyclists and 64% increase in pedestrians. For detailed information see Attachment G. This project will improve the existing facilities; enhance safety, **connecting** pedestrians and bicyclists more efficiently to schools, adjacent transit connections and commercial business to the east.

Commercial businesses to the east of Weston Ranch include a Food 4 Less, Mountain Mikes Pizza, Subway, a pharmacy, bank, hair styling salon. To the south off of French Camp Road a future Town Center featuring a Wal-Mart and 300,000 of retail shops is planned for development. (EXHIBIT B – Project Location Map).

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

[2] 2010 US Census.

This project will improve the existing facilities, enhance safety, **connecting** pedestrians and bicyclists more efficiently to schools, provide a safe and reliable non-vehicular means to access public transit (Bus Routes 07 & 55) and existing and future planned commercial business (EXHIBIT H – Existing Bikeway Facilities).

Project improvements will improve connectivity to commercial businesses to the east of Weston Ranch. Some of the businesses include; Food 4 Less, Mountain Mikes Pizza, Subway, pharmacy, bank, and hair styling salon. To the south on French Camp Road a future Town Center featuring a Wal-Mart and 300,000 of retail shops is planned for development. (EXHIBIT B–Project Location Map).

Those who do not have the option to drive, such as adolescents, those unable to afford a car, and people with certain disabilities, this lack of choice in transportation creates an inconvenient and socially unjust **barrier to mobility**. By providing safe and convenient pedestrian facilities, the community can ensure that all citizens have access to a viable mode of transportation. The proposed project includes safety improvements that will encourage pedestrians to use the proposed improvements removing barriers of safety concern to get to their destinations.

- Projects with significant potential- 21 to 30 points
- Projects with moderate potential- 11 to 20 points
- Projects with minimal potential- 1 to 10 points
- Projects with no potential- 0 points

2. POTENTIAL FOR REDUCING THE NUMBER AND/ORRATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THEIDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS.*(0-25 POINTS)*

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

Sixty to Seventy percent of traffic around the five schools is generated by parents driving students to school. Over sixty percent of students living within a one-half mile of school are being driven to school, **increasing the risk for vehicle/pedestrian collisions in and around schools.**

The 2011 California Office of Traffic Safety (OTS) Ranking, Stockton ranked 3rd out of 13 California cities for highest number of traffic collisions, with 110 pedestrians killed/injured in a traffic collision; 116 bicyclists were killed/injured (Attachment C– 2011 Office of Traffic Safety Ranking for Stockton).

The Five year Pedestrian and Bicycle Collision Summary Reports for Carolyn Weston, William Moss Boulevard, Henry Long Boulevard and EWS Woods Boulevard show there has been a total of 79 collisions, of which **seven** Motor Vehicle Collisions involved with pedestrians and **two** Motor Vehicle Collisions involved with Bicycles (Attachment D -Collision Report and Map).

The San Joaquin Trail Corridor is centrally located adjacent to the Weston Ranch residential neighborhood, office complexes, **five K-12 schools,** (EXHIBIT B– Project Location). Improvements to the San Joaquin Trail are unique in that in addition to improving the existing bike path, the project will install **in-ground bicycle racks**, and pedestrian amenities, including **par-course** (exercise equipment) strategically placed throughout the improved area to promote physical activity (Attachment I–Par-Course Equipment & Site Plan). It is anticipated that these improvements will greatly increase bicycle and pedestrian use. The proposed project's improvements increases the potential to reduce pedestrian and or bicycle injuries by promoting and encouraging students, pedestrians, and the elderly to use the San Joaquin Trail. Improved facilities encourage people to change behavior, and these improvements will improve unsafe walking practices that could potentially cause injury or fatality.

B. Describe if/how your project will achieve any or all of the following:

Reduces speed or volume of motor vehicles- The volume of motor vehicles will be reduced by encouraging cycling and walking, the project will reduce vehicle miles travelled along the adjacent and connecting streets.

Improves compliance with local traffic laws- Making the bicycle and pedestrian path more attractive the project will discourage jaywalking or mid-block crossing. This will improve compliance with local traffic laws.

Eliminates behaviors that lead to collisions- The project will improve the final gap of the PG&E Greenbelt creating connectivity and encouraging pedestrians and bicyclists to use the improved designated Class I Bike Path instead of cycling on local roads increasing safety, eliminating **behaviors** that lead to vehicle-pedestrian or vehicle-bicyclist collisions.

Addresses inadequate bicycle facilities, crosswalks or sidewalks -The project's main purpose is to improve existing bike path to promote walkability and cycling along the corridor. The project will resurface, and repair the existing rough, uneven bike path creating a smooth ride for all users. Existing curb ramp location will be upgraded to meet ADA standards.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

The 2011 California Office of Traffic Safety (OTS) Ranking, Stockton ranked **3rd** out of **13** California cities for highest number of traffic collisions, with **110 pedestrians killed/injured** in a traffic collision; **116 bicyclists were killed/injured** (Attachment C – 2011 Office of Traffic Safety Ranking for Stockton).

The Five year Pedestrian and Bicycle Collision Summary Reports for Carolyn Weston, William Moss Boulevard, Henry Long Boulevard and EWS Woods Boulevard show there has been a total of **79 collisions**, of which **seven** Motor Vehicle Collisions involved with pedestrians and **two** Motor Vehicle Collisions involved with Bicycles (Attachment D-Collision Report & Map)

- Projects with significant potential- 16 to 25 points
- Projects with moderate potential- 8 to 15 points
- Projects with minimal potential- 1 to 7 points
- Projects with no potential- 0 points

3. PUBLIC PARTICIPATION and PLANNING*(0-15 POINTS)*

A. Describe the **community** based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

During the process of Stockton updating its General Plan 2035 and Bicycle Master Plan, Stockton's Community Development Departments held over 30 public meeting where citizens could voice their opinions on a wide range of topics, including alternative transportation and bicycle routes.

In 2010, the City spearheaded public outreach efforts to invite the Weston Ranch Residents to attend a Public Information Meeting to comment and provide input on future planned improvements in the Weston Ranch Community. Planning ahead of time Mailer invitations were mailed well in advance of the meeting. In August of 2010, the City met with Weston Ranch residents to gather community input on proposed improvements for the San Joaquin Trail Project. Residents commented on the improvements, provided input and were pleased with the improvement plans since the improvements include amenities for pedestrians, children and the elderly (Attachments: J-Public Meeting Invitation & K- Public Meeting Comment Sheet). The City has been actively pursuing grant funding to move forward with the San Joaquin Trail Improvements; unfortunately in the last three years pedestrian trail type of grants had not become available due to funding availability.

B.Describe the local participation process that resulted in the identification and prioritization of the project:

When Stockton updated its General Plan 2035 and Bicycle Master Plan, Stockton's Community Development Departments held over 30 public meeting where citizens could voice their opinions on a wide range of topics, including alternative transportation and bicycle routes.

The Bicycle Facility Master Plan (Bikeway Plan) approved in 1994, surveyed the public twice in April and May of 1993. There was also a public presentation on September 21, 1993. Comments received were incorporated into the Bikeway Plan.

The purpose of the surveys was to identify the purpose of the public's bicycle trips, their primary destination points, and the routes they used. A questionnaire was distributed through the City of Stockton public libraries, community centers, the Safe Stockton Program and After School Programs (Attachment L- Bicycle Survey & Questionnaire). An additional effort was made to survey current cyclists, distributing the questionnaire, and a summary of response so far, was then published in the local newspaper connections. One hundred and thirty seven (137) questionnaires were returned and reviewed.

The plan itself was developed through a cooperative effort by representatives from the City of Stockton, San Joaquin County, the San Joaquin Council of Governments, the Stockton Bicycle Club, the Trail Coalition of San Joaquin County, University of the Pacific and the Stockton Metropolitan Area Transit District.

The most recent update of the Bicycle Master Plan was made in 2007. It was completed in tandem with the update of the city's General Plan, which ensured that it got public attention. The consultant updating the report used information from the earlier plan.

A Public Meeting was conducted on September 2004 to gather input on perceived deficiencies in the existing bicycle network and to seek recommendations for future facilities. A draft of the updated plan was posted to the City's website and sent the Stockton Bicycle Club for review and feedback. A meeting was held with representative from the club in September, 2007. Comments collected through 2007 were incorporated in the update.

B. Is the project cost over $1 Million? Y/N Y

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N Y

- Projects with substantial participation of community members- 11 to 15 points
- Projects with moderate participation of community members - 6 to 10 points
- Projects with minimal participation of community members- 1 to 5 points
- Projects with no participation of community members- 0 points

The SJCOG Regional, Pedestrian, and Safe Routes to School master Plan, adopted September 2012, include 2007 City of Stockton Bicycle Master Plan. The 2007 Stockton Bicycle Master Plan includes expansion of the EBMUD Bicycle Trail and lists it as a facility to be maintained. The Master Plan was last updated in 2007, before the active transportation plans were being promoted by that name. The next update of the Master Plan will include active transportation language.

The current plan contains language supporting intermodal connections, commuting to work or school, efficient use of land, maintaining existing facilities, promoting safety, encouraging use, servicing of destination attractors, and prioritizing the closure of gaps in bikeway coverage.

The City's Climate Action Plan (CAP), a document with the goal of reducing greenhouse gas emissions, requires build-out and maintenance of the bicycle network described in the Bicycle Master Plan. The CAP has been written and presented for public review. The comment period ended April 7, 2014. Comments are now being incorporated or addressed and the CAP will soon be presented to City Council for approval.

4. COST EFFECTIVENESS*(0-10 POINTS)*

A. Describe the alternatives that were considered.Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Alternatives include: 1) allowing the trail to further degrade; 2) repairing only the existing potholes on the bike path and 3) repair, resurface existing bike path and improve the five acre underutilized area. Alternative 3 was nominated as it would provide the greatest benefits. Alternative 3 will create the most benefit to the area by increasing trail use via walking and bicycling, promoting physical activity with the proposed Par-Course Equipment, encouraging mobility, improving safety, and overall health, in addition to the environmental benefits.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

The most direct and significant benefits that were calculated for this project include: reduction in emissions, economic competitiveness with driving, healthcare cost savings, and safety (crash reduction). Benefits are calculated for the next 20 years. The reduction in emissions is determined by converting the estimated reduction in vehicle miles traveled from new bicycle and pedestrian users to the social cost of carbon. The money that these new bicycle and pedestrian users save by not driving is determined by the 2013 AAA value. Research on healthcare savings from active transportation is

determined to be $147.39 per new bicycle or pedestrian user per year. Lastly, the benefit of improved safety is determined by applying the well-researched Crash Reduction Factor of 26.4% to the collision history for the area surrounding the proposed project. The number of collisions predicted to be prevented by the implementation of this project is then monetized by applying CDOT value of life costs for varying levels of injury severity. The cumulative value of these benefits is $1,638,300 for the first year of the project, and $9,507,500 over 20 years.

BENEFITS	
Emissions	
New bicycle commuters (daily)	174
New pedestrian commuters (daily)	40
VMT reduction (per year) *(new bicycle users x 0.4 x 3.54 x 5 x 47)+(new pedestrian users x 0.4 x 0.67 x 5 x 47)*	60400
Gallons of gasoline (average 22.5 mpg) *(VMT reduced/ 22.5)*	2680
Metric tons of CO_2 *EPA carbon calculator*	23
Cost of Carbon (first year) *metric tons of CO_2 x 39*	$897
Cost of Carbon (20 years) *(39*5+46*5+50*5+55*5)*metric tons of CO_2*	**$21,850**
Economic Competitiveness	
Money saved from auto (annually) *(VMT reduced x 0.608)*	$36,700
Money saved from auto (20 years) *(annual money saved from auto x 20)*	**$734,000**
Healthcare	
Reduction in health care costs (annually) *(new pedestrian users + new bicycle users) x 147.39*	$146,800
Reduction in health care costs (20 years) *(annual healthcare reduction x 20)*	**$2,936,000**
Safety (crash reduction)	
Cost of collisions (2009-2014)	$5,507,300
Crash Reduction Factor (CRF)	26.4%
Savings (5 years) *(cost of collisions x CRF)*	$1,453,900
Savings (20 years) *(5 year savings x 4)*	**$5,815,600**
Total (first year)	$1,638,300
Total (20 years)	**$9,507,500**

Costs were estimated by the City of Stockton and include construction cost, engineering services, and admin/public works charges. Annual maintenance costs were estimated over 20 years.

COST	
Construction Estimate	$1,394,000
Maintenance (per mile (or crossing/year)	$8,500
Project length/ quantity	0.17
Maintenance (20 years)	$28,900
Total Cost (20 years) *(construction + 20 year maintenance)*	$1,422,900

The cost-benefit ratio is calculated by dividing the sum of the benefits of the project, as described in the methodologies above, by the total cost of the project, as provided by the City of Stockton and in the estimation of maintenance costs. The discounted $2014 values are used to determine this value. The cost-benefit ratio for the San Joaquin Trail project is 4.861. A more detailed accounting of this analysis is provided in Attachment G.

COST-BENEFIT RATIO (after inflation)	
Benefit	$6,820,100
Cost	-$1,403,000
Benefit/ Cost Ratio	4.861

- Applicantconsiders alternatives and exceptionally justifies the project nominated - 5 points
- Applicant considers alternatives and adequatelyjustifiesthe project nominated - 3 to 4 points
- Applicant considers alternatives and minimallyjustifiesthe project nominated - 1 to 2 points
- Applicant did not consider alternatives or justify the project nominated - 0 points

Applicant logicallydescribedhow project benefits were quantified and has a benefit-cost ratio greater than 1 - 5 points

- Applicant logicallydescribedhow project benefits were quantified and has benefit-cost ratio less than 1- 3 points
- Applicant did not logicallydescribehow project benefits were quantified - 0 points

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

In 2011 the San Joaquin County Public Health Services published its San Joaquin County (SJC) Community Health Status Report. The report is a comprehensive report that examines data for various health indicators, provides an overview of demographic characteristics of San Joaquin County residents, leading causes of death, and some chronic disease and Maternal, Child, and Adolescent Health indicators. The report highlights chronic disease contributing factors in which included an alarming fact that 65% of adults in San Joaquin County, and more than 33% of children (in grades 5, 7,

and 9) are overweight or obese. The level of physical activity among youth and teenagers in SJC is below the statewide rate, and only 14% of adults in the county engage in a healthy physical activity compared to 17.4% for California. (Attachment F– Factors Contributing to Chronic Disease - SJC Health Report). The report suggests that much of the chronic disease in this county can be preventable and or controllable. However physical inactivity and unhealthy eating contribute to obesity, and a number of chronic diseases, including cardiovascular disease, stroke, osteoporosis, Type II diabetes, and some cancers.

The 95206 zip code for the Weston Ranch area has poverty percentiles of 82.65 and median household income of $43,454, which is 70% of the median household income for California ($61,400). Poverty has a significant effect on health and on accessibility of health and other services. The CalEnviro data show significant ozone and particulate matter in the area and, unsurprisingly, a rate of both high asthma and birth weight (Attachments M –Cal Enviro & N – Disadvantage Area Map)

Physical activity improves a person's chance of living longer and living healthier and can help ameliorate the effects of poverty.

The San Joaquin Trial project will improve approximately five acres of dry underutilized public space and repair over 2500-feet (0.5 Mile) of existing Class I Bike Path. An improved bikeway path will create a smooth ride for bicyclists and pedestrians. The installation of in-ground bicycle racks, **Par-Course equipment** strategically placed to encourage residents to perform a circuit type of exercise, including the installation of benches, drinking fountains, greenscape and all other amenities will increase pedestrian usage, bicycling and promote livability. (Attachment O – Site Plan Layout). By encouraging increased cycling and walking, the project will contribute to: lower rates of obesity and heart disease, improved heart-lung and muscle fitness; improved sleep; reduced high blood pressure and risk of type 2 diabetes; reduced risk of heart attack, stroke, and some cancers; reduced arthritis pain and disability;

reduced risk of osteoporosis and falls; improved cognitive function in older adults; and reduced symptoms of depression and anxiety.

The Demographics Report for the Weston Ranch area show there are 20,032 residents living in this area with the largest number of population being between the ages of 10-19 years (4,054 residents or 20.24%) followed by those between the ages of 40-49 and 30-39 (Attachment P – Demographics Report). With over 4,500 students enrolled in the five K-12 schools within a mile of this project location and the lack of other destinations, this project will target **all** population age groups currently with a high risk factor for obesity, physical inactivity, asthma, or other health issues as stated in the 2011 San Joaquin County (SJC) Community Health Status Report.

- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
- Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
- Applicant minimallydescribed how the project will improve public health - 1 to 3 points
- Applicant did not describe how the project will improve public health - 0 points

6. **BENEFIT TO DISADVANTAGED COMMUNITIES***(0-10 points*)

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

a. Which criteria does the project meet?(Answer all that apply)

o Median household income for the community benefited by the project: $_43,454__

o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 58.4 CES Score

o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: _0% * qualifying schools within 2 miles of the project.

o Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

N/A meets two out of the three criteria established above for a disadvantage community.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The project demonstrates a clear benefit to a disadvantage community as it meets **two** out of the **three** criteria established criteria to qualify under this category. The one zip code within the trail project limits qualify as disadvantage community. The neighborhood, adjacent to the trail, has a median household income of **$43,454,** which is **70%** of the median household income for California ($61,400). Although the trail can be used by recreational cyclists and walkers who have reached the trail through connected sidewalks and bicycle facilities. We place the percentage of benefit to that community at 95%. Demographics for the community, and a wages report, are included in (Attachments: P- Demographics & Q-Wage Report).

With over 4,500 students enrolled in the five K-12 schools within a mile of this project location and the lack of other destinations. This project will demonstrate a clear benefit to this community as proposed improvements will increase safety, increase bicycling and pedestrians use of the trail, increase physical activity with the Par-Course equipment, Physical activity improves a person's chance of living longer and living healthier and can help ameliorate the effects of poverty. By encouraging increased cycling and walking, the project will contribute to: lower rates of obesity and heart disease, improved heart-lung and muscle fitness; improved sleep; reduced high blood pressure and risk of type 2 diabetes; reduced risk of heart attack, stroke, and some cancers; reduced arthritis pain and disability; reduced risk of osteoporosis and falls; improved cognitive function in older adults; and reduced symptoms of depression and anxiety. Pedestrian and bicycling increase will reduce vehicles miles traveled and air pollution (carbon emissions reduction) improving the environment and health related issues.

- Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 5 points
- Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 3 points
- Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community- 1 points

- 80% to 100% of project funding benefits the disadvantaged community- 5 points
- 60% to 79% of project funding benefits the disadvantaged community- 4 points

- 40% to 59% of project funding benefits the disadvantaged community- 3 points
- 20% to 39% of project funding benefits the disadvantaged community- 2 points
- 1% to 19% of project funding benefits the disadvantaged community- 1 points
- 0% of project benefits the disadvantaged community- 0 points

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS*(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:Project Description Detailed Estimate Project Schedule Project Map Preliminary Plan

Information Sent to CCC : 05/09/2014 , Information Sent to CALCC: 4/25/2014 & 5/09/2014

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N Y Information Transmitted: 5/09/2014

Virginia Clark, Region Deputy, Region 1
California Conservation Corps
Office (916) 341-3147
virginia@clark@ccc.ca.gov

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Y Information Transmitted: 4/25/2014 and 5/09/2014

Nicholas Mueller, Coordinator II
San Joaquin Regional Conservation Corps
Office (209) 468-9131 Cell (209) 639-5343
nmueller@sjcoe.net

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Y

The City of Stockton has coordinated with a representative of the CCC, and the following City of Stockton projects are identified by the CCC for participation (see Attachment S – CCC Response – Virginia Clark):

- San Joaquin Trail
- March Lane/EBMUD Bicycle & Pedestrian Trail Greenscape, Phase 2
- Calaveras River Bicycle & Pedestrian Path Rehabilitation

The California Conservation Corps **will** be able to participate on this proposed grant application project, **San Joaquin Trail**.

Additionally, the City of Stockton has coordinated with a representative of the CALCC (San Joaquin Regional Conservation Corps), and the following City of Stockton projects are identified by the San Joaquin Regional Conservation Corps for participation (see Attachment R – CALCC Response – Nick Mueller):

- San Joaquin Trail
- March Lane/EBMUD Bicycle & Pedestrian Trail Greenscape, Phase 2

The San Joaquin Regional Conservation Corps **will** be able to participate on this proposed grant application project, **San Joaquin Trail**.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

See attached response and Attachments S & R.

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*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

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*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

8. APPLICANT'S PERFORMANCE ON PAST GRANTS *(0 to -10 points)*

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

Over the past five years, the City of Stockton Public Works Department has worked on an average of $54 million in capital improvement projects from major arterials and collectors to complex multi-year and multi-funded interchange projects. The majority of the funding for these projects came from grants. Public Works' success in delivering projects and managing grants has strongly positioned itself

to receive additional grant funding from the San Joaquin Council of Governments through annual redistributions and funding from other agencies that were unable to deliver their projects. Public Works staff have a great many years of combined engineering, business, and other technical experience in successfully executing and delivering grant-funded projects from grant award through project close-out and final reimbursement billings.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/5/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**	
10						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SJ				City of Stockton	
				MPO	**Element**

Project Manager/Contact	Phone	E-mail Address
Karla Cervantes	209-937-8492	Karla.Cervantes@stocktongov.com

Project Title

San Joaquin Trail

Location, Project Limits, Description, Scope of Work ☐ See page 2

The San Joaquin Trial is part of the PG&E Greenbelt easement centrally located in the Weston Ranch Subdivision Area west of Paul Weston Park and north of William Moss Boulevard in Stockton. The Project will improve approx. 5 acres of existing public greenbelt to promote walking and bicycling by improving an underutilized pedestrian and bicycle trail. Work will resurface and repair an existing Class I bikeway, install in-ground bicycle racks, pedestrian amenities, ADA accessible benches/tables, including greenscape, install irrigation, grass groundcover shrubs and trees, and par-course equipment to promote livability.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Stockton
PS&E	
Right of Way	
Construction	

Purpose and Need ☐ See page 2

This project will encourage increased walking and bicycling along this underutilized, open public space adjacent to William Moss Boulevard. William Moss Blvd. a four lane east/west arterial serves as a route to school for four different schools located in the area. The project will continue efforts to complete the existing trail in the PG&E Greenbelt Corridor to create a unified, bicycle and pedestrian-friendly corridor through the Weston Ranch Subdivision and promote walkability for students to and from school. Existing collision reports show that there have been seven (7) collisions involving pedestrians and two (2) collisions involving bicycles within the last five years. Improvements to this underutilized location are much needed.

Project Benefits ☐ See page 2

• Provide a safe and friendly environment for pedestrians, bicyclists, and transit riders of all ages and abilities.• Promote public health by increasing exercise known to contribute to lower obesity, heart disease, and diabetes rates.• Reduce vehicle travel, thereby decreasing air pollution, greenhouse gas emissions.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	**Document Type**	N/A	
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			02/06/15
End Design Phase (Ready to List for Advertisement Milestone)			04/15/15
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			08/08/15
End Construction Phase (Construction Contract Acceptance Milestone)			10/08/15
Begin Closeout Phase			11/08/15
End Closeout Phase (Closeout Report)			01/15/16

ADA Notice For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ					
Project Title:	San Joaquin Trail					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Prior funding was from local funds, to provide preliminary plans and Conduct Public Meetings.
E&P (PA&ED)									
PS&E	85	189						274	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,205						1,205	
TOTAL	85	1,394						1,479	

Fund No. 1:									Program Code
Proposed Funding ($1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E	85	189						274	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,205						1,205	
TOTAL	85	1,394						1,479	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ					
Project Title:	San Joaquin Trail					

Fund No. 4:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/5/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	SJ					
Project Title:	San Joaquin Trail					

Fund No. 8:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									**Program Code**
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name:	San Joaquin Trail

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest $1000)	**Amount**
PE Phase (includes PA&ED and PS&E)	$ 189,000
Right-of-Way Phase	$
Construction Phase-Infrastructure	$ 1,205,000
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 1,394,000

All Non-ATP fund types on this project* (to the nearest $1000)	**Amount**
	$
	$
	$
	$
	$
	$

*Must indicate which funds are matching

Total Project Cost	$ 1,394,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 1,394,000
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P		
PS&E	10/18/2014	02/06/2015
Right-of-Way		
Construction	05/08/2015	06/08/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:	San Joaquin Trail

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: San Joaquin Trail

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: G. A. MacKay
Date: 5/19/14
Name: Gordon MacKay
Phone: (209)-937-8400
Title: Public Works Director
e-mail: gordon.mackay@stocktongov.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature:
Date: 5/15/14
Name: Eric Alvarez
Phone: (209)-937-8228
Title: Deputy Public Works Director/City Engineer
e-mail: eric.alvarez@stocktongov.com

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____
Date: _____
Name: _____
Phone: _____
Title: _____
e-mail: _____

Person to contact for questions:

Name:
Phone: _____
Title:
e-mail: _____

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: _____
Date: _____
Name: _____
Phone: _____
Title: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm

Project name:
San Joaquin Trail

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- [x] Vicinity/Location Map- **REQUIRED for all IF Projects**
  - [x] North Arrow
  - [x] Label street names and highway route numbers
  - [ ] Scale

- [x] Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
  - [x] Minimum of one labeled color photo of the existing project location
  - [x] Minimum photo size 3 x 5 inches
  - [ ] Optional video and/or time-lapse

- [ ] Preliminary Plans- **REQUIRED for Construction phase only**
  - [ ] Must include a north arrow
  - [ ] Label the scale of the drawing
  - [ ] Typical Cross sections where applicable with property or right-of-way lines
  - [ ] Label street names, highway route numbers and easements

- [x] Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
  - [ ] Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  - [ ] Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  - [ ] Must identify all items that ATP will be funding
  - [ ] Contingency is limited to 10% of funds being requested
  - [ ] Evaluation required under the ATP guidelines is not a reimbursable item

- [ ] Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- [ ] Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- [ ] Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- [ ] Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- [x] Documentation of the public participation process (required)

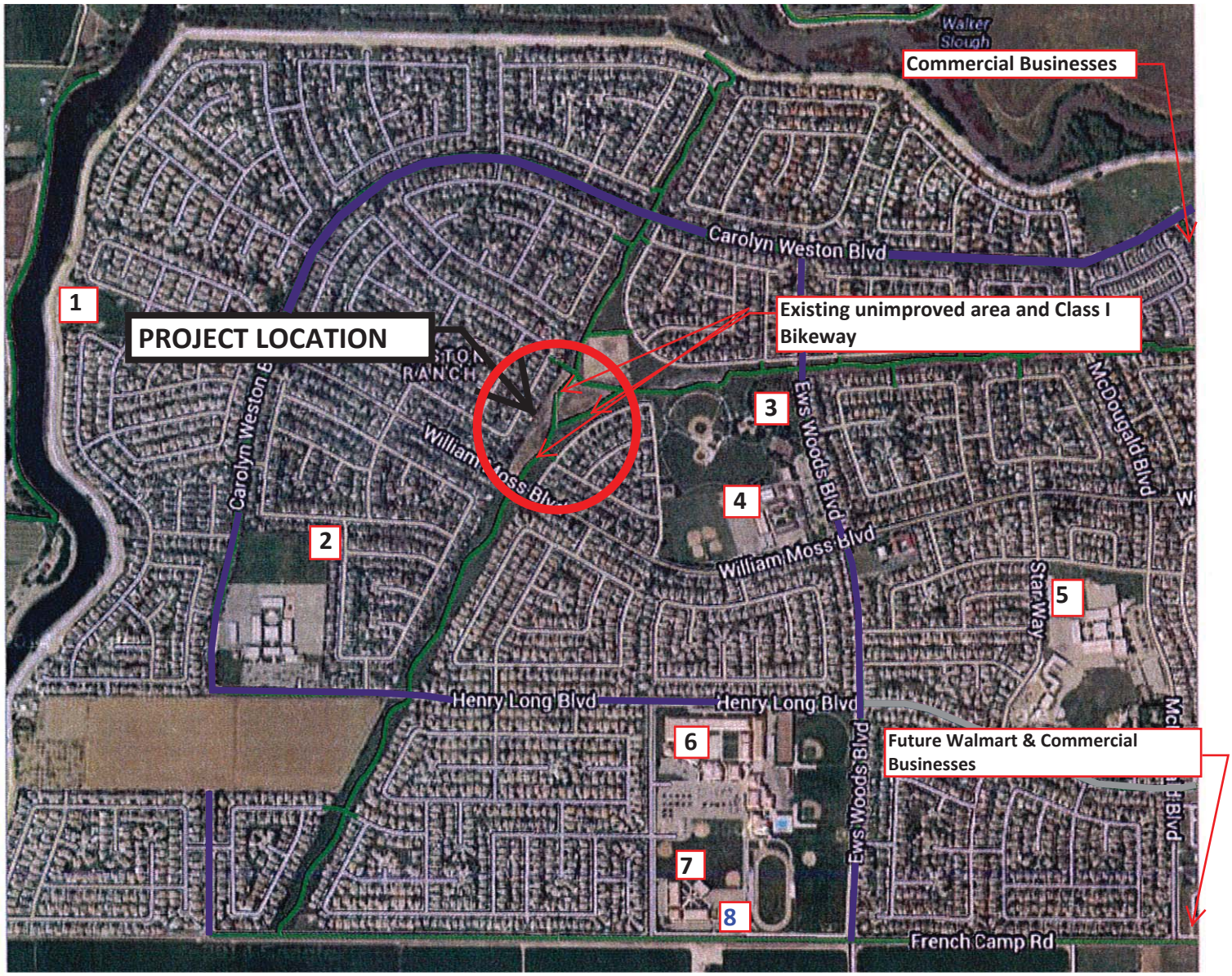
- [ ] Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- [x] Additional documentation, letters of support, etc (optional)

SAN JOAQUIN TRAIL PROJECT

VICINITY MAP

SAN JOAQUIN TRAIL



PROJECT LOCATION MAP

Class I Bikeway
Class II Bike Lane

PARKS & SCHOOLS

1 -Smith Park
2. George Komure Elementary
3. Weston Park
4. August Knodt, Jr. Elementary
5. Great ValleyElementary
6. Weston Ranch High School
7. New Vision High School
8. Weston Ranch Libarary

CALIFORNIA OFFICE OF TRAFFIC SAFETY

Home » Media and Research » Rankings

2011 OTS RANKINGS

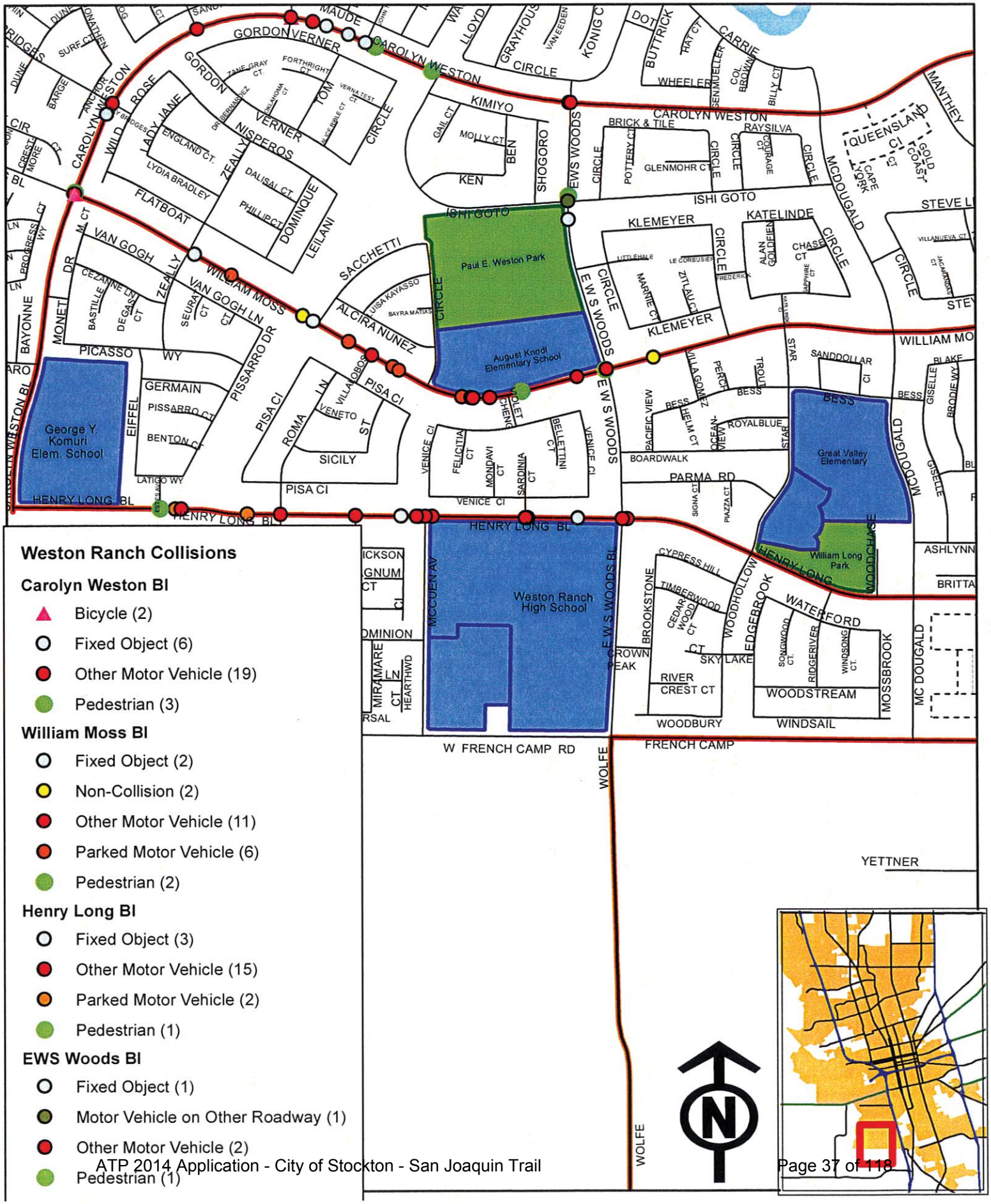
Rankings By Year: 2011 2010 2009 2008 2007

Agency	Year	County	Group	Population (Avg)	DVMT
Stockton	2011	SAN JOAQUIN COUNTY	A	294,302	2,570,037

TYPE OF COLLISION	VICTIMS KILLED & INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Total Fatal and Injury	1,718	3/13	3/13
Alcohol Involved	109	9/13	11/13
HBD Driver < 21	11	9/13	10/13
HBD Driver 21 - 34	57	8/13	10/13
Motorcycles	45	6/13	8/13
Pedestrians	107	6/13	8/13
Pedestrians < 15	20	6/13	7/13
Pedestrians 65+	9	9/13	9/13
Bicyclists	116	6/13	9/13
Bicyclists < 15	22	2/13	2/13
Composite		3/13	3/13

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Speed Related	349	2/13	1/13

Weston Ranch Collision Map for SJ Trail Project
April 1, 2009 - March 31, 2014



City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: CAROLYN WESTON BL
Limit 1: WILLIAM MOSS BL
Limit 2: E W S WOODS BL

Total Number of Collisions: 30
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
09-24245	5/22/09 01:37	152 West of	Carolyn Weston Bl/John Townsend Pl	Hit Object	Fixed Object	West	Ran Off Road			Driving Under Influence	Property Damage Only
09-49291	10/26/09 08:30	300 East of	Carolyn Weston Bl/Gordon Verner Ci	Hit Object	Fixed Object	East	Proceeding Straight			Other Than Driver	Property Damage Only
09-56277	12/13/09 00:10	180' E/E	Carolyn Weston Bl/Gordon Verner Ci	Sideswipe	Other Motor Vehicle	East	Making U Turn	East	Proceeding Straight	Improper Turning	Property Damage Only
10-613	1/5/10 12:17	12 West of	Carolyn Weston Bl/Lloyd Thayer Ci	Hit Object	Fixed Object	West	Proceeding Straight			Unsafe Speed	Property Damage Only
10-2446	1/17/10 17:23	15' W/O	Carolyn Weston Bl/William Moss Bl	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	Complaint of Pain
10-3346	1/24/10 00:10	12' E/W	William Moss Bl/Carolyn Weston Bl	Sideswipe	Other Motor Vehicle	North	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Property Damage Only
10-33589	8/18/10 06:54	13 North of	Carolyn Weston Bl/William Moss Bl	Vehicle - Pedestrian	Pedestrian	East	Making Left Turn	East	Proceeding Straight	Ped R/W Violation	Other Visible Injury
10-35185	8/29/10 08:26	18' S/N	Carolyn Weston Bl/William Moss Bl	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	Severe Injury
10-35959	9/3/10 11:50	0 In Int.	Carolyn Weston Bl/Lloyd Thayer Ci	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
10-37810	9/16/10 15:07	13' S/S	William Moss Bl/Carolyn Weston Bl	Hit Object	Fixed Object	South	Proceeding Straight			Unsafe Speed	Property Damage Only
10-42841	10/23/10 09:20	0 In Int.	Carolyn Weston Bl/Gaswell Ln	Head-On	Other Motor Vehicle	West	Proceeding Straight	East	Proceeding Straight	Wrong Side of Road	Severe Injury

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 2

Arterial: CAROLYN WESTON BL
Limit 1: WILLIAM MOSS BL
Limit 2: E W S WOODS BL

Total Number of Collisions: 30
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
10-43220	10/26/10 08:32	67 West of	Carolyn Weston Bl/Ishi Goto St	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	South		Pedestrian Violation	Fatal
10-45752	11/13/10 19:22	0 In Int.	Carolyn Weston Bl/Kay Bridges Pl	Broadside	Other Motor Vehicle	South	Proceeding Straight	West	Proceeding Straight	Auto R/W Violation	Complaint of Pain
10-48362	12/4/10 15:59	18' S/O	Carolyn Weston Bl/William Moss Bl	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Property Damage Only
11-2538	1/20/11 16:42	0 In Int.	Carolyn Weston Bl/Waterview Ln	Broadside	Other Motor Vehicle	West	Making U Turn	West	Proceeding Straight	Improper Turning	Other Visible Injury
11-4223	2/2/11 07:28	60 East of	Carolyn Weston Bl/John Townsend Pl	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Slowing/Stopping	Unsafe Speed	Other Visible Injury
11-4233	2/2/11 07:33	86 East of	Carolyn Weston Bl/John Townsend Pl	Vehicle - Pedestrian	Pedestrian	West	Proceeding Straight			Unsafe Speed	Severe Injury
11-17444	5/20/11 14:14	0 In Int.	Carolyn Weston Bl/John Townsend Pl	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	Property Damage Only
11-20223	6/11/11 17:43	39' W/E	Carolyn Weston Bl/Waterview Ln	Broadside	Other Motor Vehicle	South	Proceeding Straight	West	Proceeding Straight	Unknown	Property Damage Only
11-34723	10/5/11 08:04	0 In Int.	William Moss Bl/Carolyn Weston Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Making Left Turn	Unknown	Property Damage Only
11-42846	12/12/11 11:24	100 South of	Carolyn Weston Bl/Kay Bridges Pl	Hit Object	Fixed Object	South	Ran Off Road			Unsafe Speed	Property Damage Only
12-12766	4/13/12 16:30	0 In Int.	Carolyn Weston Bl/Waterview Ln	Rear-End	Other Motor Vehicle	North	Proceeding Straight	West	Entering Traffic	Unsafe Speed	Property Damage Only

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 3

Arterial: CAROLYN WESTON BL
Limit 1: WILLIAM MOSS BL
Limit 2: E W S WOODS BL

Total Number of Collisions: 30
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
12-12809	4/14/12 15:34	16' N/S	Carolyn Weston Bl/William Moss Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Property Damage Only
12-23095	7/5/12 17:17	0 In Int.	Carolyn Weston Bl/Gaswell Ln	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	Other Visible Injury
12-26238	7/29/12 22:06	0 In Int.	E W S Woods Bl/Carolyn Weston Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Driving Under Influence	Property Damage Only
12-37596	10/25/12 16:03	0 In Int.	William Moss Bl/Carolyn Weston Bl	Other	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	Property Damage Only
13-13646	4/15/13 08:11	0 In Int.	William Moss Bl/Carolyn Weston Bl	Broadside	Bicycle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Severe Injury
13-19895	5/31/13 13:19	0 In Int.	Carolyn Weston Bl/John Townsend Pl	Hit Object	Fixed Object	West	Making Right Turn			Unsafe Speed	Property Damage Only
14-6382	2/17/14 13:16	0 In Int.	Carolyn Weston Bl/Gordon Verner Ci	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	Other Visible Injury
14-8631	3/6/14 21:20	0 In Int.	Carolyn Weston Bl/E W S Woods Bl	Head-On	Other Motor Vehicle	East	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	Complaint of Pain

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 4

Arterial: CAROLYN WESTON BL
Limit 1: WILLIAM MOSS BL
Limit 2: E W S WOODS BL

Total Number of Collisions: 30
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 30 Segment Length: 0.93 miles (4,919')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: WILLIAM MOSS BL
Limit 1: ZEALLY LN
Limit 2: VILLA GOMEZ LN

Total Number of Collisions: 23
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
09-43749	9/19/09 03:03	54 East of	William Moss Bl/Zeally Ln	Hit Object	Fixed Object	East	Ran Off Road			Unknown	Property Damage Only
09-44855	9/25/09 23:00	324' W/W	William Moss Bl/Sacchetti Ci (E)	Rear-End	Parked Motor Vehicle	West	Proceeding Straight	West	Parked	Unsafe Speed	Other Visible Injury
09-49173	10/25/09 09:14	379 West of	William Moss Bl/Violet Cheng Pl	Sideswipe	Parked Motor Vehicle	East	Proceeding Straight	East	Parked	Driving Under Influence	Property Damage Only
10-10053	3/9/10 06:57	303 West of	William Moss Bl/Violet Cheng Pl	Sideswipe	Parked Motor Vehicle	East	Proceeding Straight	East	Parked	Unsafe Speed	Property Damage Only
10-10054	3/9/10 07:02	288 West of	William Moss Bl/Violet Cheng Pl	Broadside	Other Motor Vehicle	East	Proceeding Straight	West	Stopped In Road	Unsafe Speed	Property Damage Only
10-18740	5/4/10 17:06	110 East of	William Moss Bl/Violet Cheng Pl	Vehicle - Pedestrian	Pedestrian	North	Not Applicable - Ped	East	Proceeding Straight	Pedestrian Violation	Complaint of Pain
10-25357	6/20/10 22:07	400 East of	William Moss Bl/Zeally Ln	Rear-End	Parked Motor Vehicle	East	Proceeding Straight	East	Parked	Unsafe Speed	Property Damage Only
10-40972	10/9/10 08:17	293' E/E	William Moss Bl/Sacchetti Ci (W)	Sideswipe	Parked Motor Vehicle	East	Proceeding Straight	North	Parked	Unsafe Speed	Property Damage Only
11-4945	2/7/11 17:11	15 West of	William Moss Bl/E W S Woods Bl	Vehicle - Pedestrian	Pedestrian	North		West	Proceeding Straight	Pedestrian Violation	Other Visible Injury
11-16082	5/8/11 15:27	0 In Int.	William Moss Bl/Villalobos Pl	Broadside	Other Motor Vehicle	North	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	Other Visible Injury
11-19637	6/6/11 18:57	138 West of	William Moss Bl/Sacchetti Ci (W)	Overturned	Non-Collision	West	Proceeding Straight			Unsafe Speed	Complaint of Pain

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 2

Arterial: WILLIAM MOSS BL
Limit 1: ZEALLY LN
Limit 2: VILLA GOMEZ LN

Total Number of Collisions: 23
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
11-31679	9/9/11 04:58	0 In Int.	William Moss Bl/E W S Woods Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	Other Visible Injury
11-41383	11/29/11 17:08	9' N/N	William Moss Bl/Sacchetti Ci (W)	Hit Object	Fixed Object	East	Proceeding Straight			Unsafe Speed	Complaint of Pain
12-14546	4/27/12 18:11	150 West of	William Moss Bl/Violet Cheng Pl	Broadside	Other Motor Vehicle	South	Making U Turn	West	Proceeding Straight	Unsafe Starting or Backing	Other Visible Injury
12-21958	6/26/12 20:18	0 In Int.	William Moss Bl/Villalobos Pl	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	Complaint of Pain
12-32696	9/16/12 14:06	394 East of	William Moss Bl/E W S Woods Bl	Other	Non-Collision	West	Proceeding Straight			Other Than Driver	Severe Injury
12-42417	12/2/12 02:14	258 East of	William Moss Bl/Villalobos Pl	Head-On	Parked Motor Vehicle	West	Proceeding Straight	East	Parked	Unsafe Speed	Property Damage Only
13-2572	1/21/13 09:40	0 In Int.	E W S Woods Bl/William Moss Bl	Broadside	Other Motor Vehicle	South	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
13-5688	2/14/13 14:50	0 In Int.	E W S Woods Bl/William Moss Bl	Broadside	Other Motor Vehicle	South	Proceeding Straight	East	Proceeding Straight	Traffic Signals and Signs	Property Damage Only
13-12159	4/4/13 10:41	251 South of	William Moss Bl/E W S Woods Bl	Broadside	Other Motor Vehicle	South	Making Left Turn	South	Proceeding Straight	Improper Turning	Complaint of Pain
13-16159	5/2/13 17:45	57' N/S	William Moss Bl/E W S Woods Bl	Head-On	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Improper Turning	Complaint of Pain
13-40038	11/4/13 10:25	0 In Int.	William Moss Bl/E W S Woods Bl	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	Other Visible Injury

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

Arterial: WILLIAM MOSS BL
Limit 1: ZEALLY LN
Limit 2: VILLA GOMEZ LN

Total Number of Collisions: 23
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
13-44987	12/14/13 18:34	0 In Int.	William Moss Bl/E W S Woods Bl	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 4

Arterial: WILLIAM MOSS BL
Limit 1: ZEALLY LN
Limit 2: VILLA GOMEZ LN

Total Number of Collisions: 23
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 23 Segment Length: 0.83 miles (4,401')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: E W S WOODS BL
Limit 1: ISHI GOTO ST
Limit 2: LITTLEHALE PL

Total Number of Collisions: 5
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
10-5810	2/8/10 17:34	10' W/N	E W S Woods Bl/Ishi Goto St	Broadside	Other Motor Vehicle	East	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
11-2277	1/18/11 16:08	0 In Int.	Ishi Goto St/E W S Woods Bl	Broadside	Other Motor Vehicle	West	Making Right Turn	North	Proceeding Straight	Auto R/W Violation	Complaint of Pain
13-3979	1/31/13 18:40	45 North of	E W S Woods Bl/Ishi Goto St	Vehicle - Pedestrian	Pedestrian	West		North	Proceeding Straight	Pedestrian Violation	Complaint of Pain
13-23870	7/1/13 12:23	150 South of	E W S Woods Bl/Ishi Goto St	Hit Object	Fixed Object	South	Backing			Other Improper Driving	Property Damage Only
14-7710	2/27/14 12:36	0 In Int.	Ishi Goto St/E W S Woods Bl	Broadside	Motor Vehicle on Other Roadway	West	Proceeding Straight	South	Proceeding Straight	Auto R/W Violation	Property Damage Only

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 2

Arterial: E W S WOODS BL
Limit 1: ISHI GOTO ST
Limit 2: LITTLEHALE PL

Total Number of Collisions: 5
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 5 Segment Length: 0.11 miles (566')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: HENRY LONG BL
Limit 1: CAROLYN WESTON BL
Limit 2: MCDOUGALD BL

Total Number of Collisions: 21
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
09-17088	4/9/09 23:50	129 East of	Henry Long Bl/Estes Av	Sideswipe	Parked Motor Vehicle	West	Ran Off Road	Not Stated	Parked	Unsafe Speed	Property Damage Only
09-40074	8/26/09 17:30	0 In Int.	E W S Woods Bl/Henry Long Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
09-45810	10/2/09 07:19	17 East of	Henry Long Bl/Venice Ci	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	Complaint of Pain
09-48772	10/22/09 11:54	0 In Int.	Henry Long Bl/E W S Woods Bl	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	Complaint of Pain
10-1152	1/8/10 18:53	195 West of	Henry Long Bl/Mccuen Av	Hit Object	Fixed Object	West	Making U Turn	West	Proceeding Straight	Driving Under Influence	Complaint of Pain
10-5237	2/4/10 14:40	39' E/E	Henry Long Bl/E W S Woods Bl	Rear-End	Other Motor Vehicle	West	Proceeding Straight	East	Stopped In Road	Unsafe Speed	Property Damage Only
10-19024	5/6/10 18:19	57 East of	Henry Long Bl/Mccuen Av	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Proceeding Straight	Unsafe Speed	Property Damage Only
10-30662	7/28/10 19:14	51 West of	Henry Long Bl/Mccuen Av	Other	Other Motor Vehicle	West	Crossed Into Opposing Lane -	West	Proceeding Straight	Improper Turning	Other Visible Injury
10-32637	8/11/10 05:55	0 In Int.	Henry Long Bl/Mccuen Av	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Speed	Complaint of Pain
10-38806	9/23/10 14:09	17' N/S	Henry Long Bl/Erickson Ci	Broadside	Other Motor Vehicle	West	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Property Damage Only
10-40044	10/2/10 23:49	21' S/N	Henry Long Bl/Venice Ci	Broadside	Other Motor Vehicle	South	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Property Damage Only

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 2

Arterial: HENRY LONG BL
Limit 1: CAROLYN WESTON BL
Limit 2: MCDOUGALD BL

Total Number of Collisions: 21
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
10-42883	10/23/10 14:33	0 In Int.	Henry Long Bl/Mccuen Av	Sideswipe	Other Motor Vehicle	East	Passing Other Vehicle	East	Proceeding Straight	Improper Passing	Complaint of Pain
10-44548	11/4/10 13:08	0 In Int.	Henry Long Bl/E W S Woods Bl	Hit Object	Fixed Object	South	Making Right Turn			Unsafe Speed	Property Damage Only
11-11489	4/1/11 15:27	70 West of	Henry Long Bl/Mccuen Av	Sideswipe	Other Motor Vehicle	West	Entering Traffic	West	Proceeding Straight	Unsafe Starting or Backing	Property Damage Only
11-24990	7/16/11 02:47	270 West of	Henry Long Bl/Cottrell Ln	Rear-End	Parked Motor Vehicle	East	Proceeding Straight	East	Parked	Unknown	Property Damage Only
12-24722	7/19/12 00:35	8' N/N	Henry Long Bl/E W S Woods Bl	Overturned	Fixed Object	West	Ran Off Road			Unsafe Speed	Property Damage Only
12-26671	8/2/12 00:05	0 In Int.	Henry Long Bl/Cottrell Ln	Broadside	Other Motor Vehicle	North	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	Property Damage Only
12-30129	8/27/12 06:19	174 East of	Henry Long Bl/Estes Av	Broadside	Other Motor Vehicle	East	Making U Turn	East	Proceeding Straight	Improper Turning	Complaint of Pain
12-30191	8/27/12 16:29	12' S/N	Henry Long Bl/Estes Av	Broadside	Other Motor Vehicle	South	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	Other Visible Injury
12-30712	8/31/12 19:10	12' W/E	Henry Long Bl/Estes Av	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	East		Ped R/W Violation	Severe Injury
13-38826	10/25/13 11:14	0 In Int.	Henry Long Bl/E W S Woods Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Making Left Turn	Traffic Signals and Signs	Other Visible Injury

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

Arterial: HENRY LONG BL
Limit 1: CAROLYN WESTON BL
Limit 2: MCDOUGALD BL

Total Number of Collisions: 21
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 21 Segment Length: 1.41 miles (7,460')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: CAROLYN WESTON BL
Limit 1: E W S WOODS BL
Limit 2: ISHI GOTO ST

Total Number of Collisions: 4
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
10-613	1/5/10 12:17	12 West of	Carolyn Weston Bl/Lloyd Thayer Ci	Hit Object	Fixed Object	West	Proceeding Straight			Unsafe Speed	Property Damage Only
10-35959	9/3/10 11:50	0 In Int.	Carolyn Weston Bl/Lloyd Thayer Ci	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	Complaint of Pain
12-26238	7/29/12 22:06	0 In Int.	E W S Woods Bl/Carolyn Weston Bl	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Driving Under Influence	Property Damage Only
14-8631	3/6/14 21:20	0 In Int.	Carolyn Weston Bl/E W S Woods Bl	Head-On	Other Motor Vehicle	East	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	Complaint of Pain

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

Arterial: CAROLYN WESTON BL
Limit 1: E W S WOODS BL
Limit 2: ISHI GOTO ST

Total Number of Collisions: 4
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 4 Segment Length: 0.21 miles (1,096')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Sorted By	'Date and Time'

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 1

Arterial: HENRY LONG BL
Limit 1: CAROLYN WESTON BL
Limit 2: MCDOUGALD BL

Total Number of Collisions: 1
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury
12-30712	8/31/12 19:10	12' W/E	Henry Long Bl/Estes Av	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	East		Ped R/W Violation	Severe Injury

City of Stockton

Stockton Police Department / Traffic Section

Traffic Collision History Report
Midblock Collisions

4/22/2014
Page 2

Arterial: HENRY LONG BL
Limit 1: CAROLYN WESTON BL
Limit 2: MCDOUGALD BL

Total Number of Collisions: 1
Date Range Reported: 4/1/2009 - 3/31/2014

Report No.	Date Time	Dist/Dir	Location	Type of Collision	Motor Veh. Involved With	DOT1	MPC 1	DOT2	MPC 2	PCF	Highest Injury

Total Number of Collisions: 1 Segment Length: 1.41 miles (7,460')

Settings Used For Query

Parameter	Setting
Limit 1	Include Intersection Related
Limit 2	Include Intersection Related
Intermediate Intersections	Include Intersection Related
Involved With	'Pedestrian'
Sorted By	'Date and Time'

PHOTOS

Existing Conditions at San Joaquin Trail Project Site

Photo Above: Looking south to William Moss Boulevard. Right side is covered with weeds and wild grasses, left side has been landscaped.

Photo Above: It is unpleasant for students to walk through weeds and wild grasses.

PHOTOS

Existing Conditions at San Joaquin Trail Project Site

Photo Above: Unimproved San Joaquin Trail Area is unpleasant to walk and bicycle.

Photo Above: Improvements would provide a safer route to school with shade.

PHOTOS

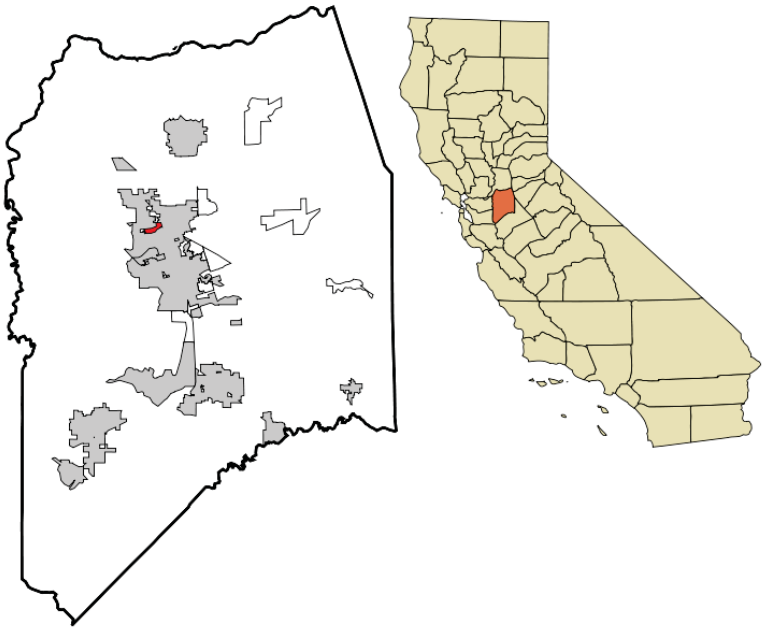
Existing Conditions at San Joaquin Trail Project Site

Photo to the left was taken at a different landscaped location within the San Joaquin Trail. Improved areas promote walkability and livability.

San Joaquin County

Community Health Status Report 2011

A description of the health status and mortality of San Joaquin County residents



SAN JOAQUIN COUNTY
Public Health Services
Healthy Future
A Division of San Joaquin County Health Care Services Agency

Chronic Disease

Contributing Factors

Much of the chronic disease burden is preventable and/or controllable with a healthy lifestyle and an environment that supports healthy choices. Physical inactivity and unhealthy eating contribute to obesity and a number of chronic diseases, including cardiovascular disease, stroke, osteoporosis, Type II diabetes, and some cancers. Sixty-five percent of adults in SJC are overweight or obese, and more than 33% of children (in grades 5, 7, and 9) are overweight or obese (Table 15). Other factors that contribute to chronic disease rates include blood pressure levels and smoking. Almost 30% of adults in SJC have high blood pressure, and more than 15% of county residents smoke. However, the smoking rates in both SJC and California are the only rates shown in table 15 that were close to meeting the HP 2010 objective.

Table 15: Factors Contributing to Chronic Disease, SJC and CA

Contributing Factors	SJC Prevalence	CA Prevalence	HP 2010 Objective
Overweight (≥18 Years of Age)	36.1%	34.4%	n/a
Obese (≥18 Years of Age)	28.9%	22.7%	15.0%
Overweight or Obese (5-11 Years of Age)†	22.8%	24.1%	5.0%
Overweight or Obese (Grades 5, 7, 9)*	33.4%	31.2%	5.0%
High Blood Pressure	28.3%	26.1%	16.0%
Current Smoker	15.4%	13.3%	12.0%

Overweight = Body Mass Index (BMI) > 25.0 - 29.9 kg/m^2 Obese = BMI ≥ 30.0 kg/m^2

Source: California Health Interview Survey, 2007, unless noted otherwise
†2007 Pediatric Nutrition Surveillance System
* California Department of Education, 2007-08 California Physical Fitness Report

Maternal Smoking

Cigarette smoking during pregnancy adversely affects the health of both mother and child. Mothers who smoke during pregnancy are at increased risk for early term delivery, premature rupture of membranes, placenta previa and stillbirth (CDC, 2004). Infants born to mothers who smoke during pregnancy are often born prematurely and at lower birthweights, key predictors for infant mortality (CDC, 2004). Children whose mothers smoked during pregnancy are especially vulnerable to asthma, more likely to have learning disorders, behavioral problems and lower IQs ((Lynm, Glass, & Torpy, 2005).

Fortunately, in SJC the vast majority of pregnant women are not smoking during their first trimester of pregnancy (Table 16). Nevertheless, there are women who continue to smoke throughout their pregnancies. In particular, African American and White women have higher rates of smoking compared to Hispanic and Asian women.

CHRONIC DISEASE

Table 16: Mothers' Smoking Rates during the First Trimester of Pregnancy, by Number of Cigarettes Smoked per day and Race/Ethnicity, SJC, 2007-2008

Ethnicity	None	1-5	6-10	11-20	21-40
White	90.30%	4.70%	2.90%	1.40%	0.30%
African American	88.60%	7.30%	1.90%	1.10%	0.30%
Hispanic	97.70%	1.40%	0.30%	0.20%	0.10%
Asian	97.40%	1.80%	0.40%	0.20%	0.00%

Source: San Joaquin County Birth Statistical Master Files, 2007-2008
* 10 cigarettes = 1/2 pack, 20 cigarettes = 1 pack

Physical Activity & Nutrition

Physical inactivity has been found to contribute to obesity and increases the risk of chronic diseases such as cardiovascular disease and Type II diabetes. The level of physical activity among youth and teenagers in SJC is below the statewide rate, and, only 14.2% of adults in the county engage in a healthy amount of physical activity compared to 17.4% for California (Table 17).

Table 17: Physical Activity, SJC and CA, 2007

Type of Physical Activity	SJC Prevalence	CA Prevalence
Vigorous Activity at least 3 days/week for **60** min/ day (<12 Years of Age)	68.6%	70.1%
Vigorous Activity at least 3 days/week for **60** min/ day (12-17 Years of Age)	62.1%	64.7%
Vigorous Activity at least 3 days/week for **20** min/ day (≥18 Years of Age)	14.2%	17.4%

Source: 2007 California Health Interview Survey

In SJC, more than 89% of adolescents report having eaten fast food in the last week (Figure 39), and more than 77% consume at least one soda per day (Figure 40), both of which are factors that have been shown to increase the risk of obesity. These percentages for SJC adolescents are also higher than those for California as a whole. Furthermore, the consumption of one or more sodas per day for SJC teens aged 12-17 is the highest when compared to the other 57 California counties (CHIS, 2005).

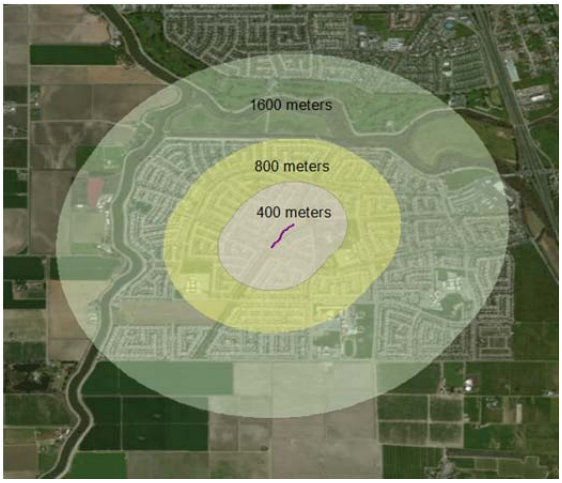
San Joaquin Trail Cost-Benefit Analysis

#1b. Describe the number and type of possible users and destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Bicycle Users

The bicycle component of the demand analysis for the proposed San Joaquin Trail Project is derived from the *National Cooperative Highway Research Program (NCHRP) Report 552: Guidelines for Analysis of Investments in Bicycle Facilities*. This methodology builds off the assumption that increased ridership will occur in proportion to the resident's distance from the improved facility and is correlated with population density and regional mode share. This methodology was developed to estimate the number of new bicyclists drawn to new bicycle facilities, but is justified in being applied to this project. Given the poor quality of the current trail, the low level of usage of the trail as evidenced by the count data, and the anecdotal evidence of nearby bicycle and pedestrian demand, the proposed project is likely to have the same potential at drawing new users as a new bike facility. The methodology and assumptions are described step by step, with a reference to the row number in the table below that shows the results of these calculations.

This analysis uses ArcGIS to create three buffers—400 meters, 800 meters, and 1,600 meters (.25, .5 and 1 mile)—around the proposed San Joaquin Trail Project area as shown in the map below. By applying 2010 Census block data for San Joaquin County, this analysis calculated the total population residing within each of the three buffer areas—between 0 and 400 meters, between 400 and 800 meters, and between 800 and 1600 meters [*row 1*].



The total number of daily commuters for each buffer is calculated by multiplying this total population by 0.4 (assuming the national averages of 80 percent of residents are adults and 50 percent of adults are commuters) [*row 2*]. To determine the number of daily existing bike commuters in each buffer, the City of Stockton 2008-2012 American Community Survey (ACS) 5-year estimates for 'Means of

Transportation to Work' by Bicycle (2.01 percent) [*row 3*] was multiplied by the number of residents in each buffer [row 4]. However, not all bike trips made are commute trips. NCHRP Report 552 "compared US census commute shares to NHTS data and found that the total adult bicycling rate ranges from the census commute rate at the low end to 0.6 percent plus three times the commute rate at the high end" [*rows 5,6,8*]. Given Stockton's relatively low number of bicyclists, but still higher than only bike commuters, 10% of the difference between the medium and low rate was applied, equaling 0.0404, shown as highlighted in green [*row 7*]. This value is multiplied by the number of residents in each buffer, and then by 0.8 (assuming the national average of 80 percent of residents are adult applies) to determine the total number of existing bicyclists, commuters and recreational riders [*row 9*].

NCHRP Report 552 provides three likelihood multipliers, one for each buffer distance that, when multiplied by the number of existing adult cyclists, estimates the number of induced (new) adult cyclists in each group around the proposed facility [*row 11*]. The likelihood multipliers are as follows: 400 meters= 1.93, 800 meters= 1.11, and 1600 meters= 0.39 [*row 10*]. The same multiplier, when multiplied by existing adult bicycle commuters in each buffer, estimates the number of new adult bicycle commuters in each buffer [*row 12*]. By subtracting new bicycle commuters from new adult bicyclists, the number of new recreational bicyclists is calculated [*row 13*]. This distinction will come into play in the benefits analysis.

The number of existing child cyclists for each buffer is calculated by determining the child population (20 percent of the population in each buffer according to national averages) [*row 14*], then applying the 2001 National Household Travel Survey (NHTS) finding that 5 percent of children ride a bicycle on a given day by multiplying by 0.05 [*row 15*]. The number of new child cyclists is determined by multiplying the number of existing child cyclists by the respective likelihood multipliers for each buffer, as discussed above [*row 16*].

The total number of new, existing and future cyclists is calculated by adding the adult and child cyclists sums as described above [*row 17,18,19*]. The percent of new cyclists is calculated using the following formula: *(Future cyclists- Existing cyclists)/ Existing cyclist* [*row 20*].

	BICYCLISTS				
Row	**Calculation**	**400 meters**	**800 meters**	**1600 meters**	**Total**
1	Number of residents *(within x meters)*	4746	7750	9965	22461
2	Number of daily commuters *(residents x 0.8 x 0.5)*	1898	3100	3986	8984
3	Stockton bicycle mode share	0.0201	0.0201	0.0201	
4	Existing bicycle commuters (daily) *(residents x mode share x 0.4)*	38	62	80	181
5	Total adult bicycle rate (high)				0.6603
6	Total adult bicycle rate (med)				0.42412
7	Total adult bicycle rate (low-med) *(10% of low and medium difference)*				0.0404
8	Total adult bicycle rate (low)				0.0201
9	Total existing adult bicyclists (daily) *(residents x 0.8 x bicycle rate)*	153	250	322	726
10	Likelihood multiplier *(NCHRP Report 552)*	1.93	1.11	0.39	
11	New adult bicyclists (daily) *(existing bicyclists x likelihood multiplier)*	296	278	126	700
12	New adult bicycle commuters (daily) *(existing bicycle commuters x likelihood multiplier)*	74	69	31	174
13	New adult recreational bicyclists (daily) *(new adult bicyclists - new adult bicycle commuters)*				526
14	Total child population *(residents x 0.2)*	949	1550	1993	
15	Existing child bicyclists (daily) *(child population x 0.05)*	47	78	100	225
16	New child bicyclists (daily) *(existing child bicyclists x likelihood multiplier)*	92	86	39	216
17	New bicyclists (daily) *(new child bicyclists + new adult bicyclists)*				**916**
18	Existing bicyclists (daily) *(new child bicyclists + new adult bicyclists)*				**951**
19	Future bicyclists (daily) *(existing bicyclists + new bicyclists)*				**1867**
20	Percent increase in bicyclists *(new bicyclists + existing bicyclists)/ existing bicyclists*				**196%**

Pedestrian Users

Pedestrian demand should not be calculated using the above methodology due to the following main differences between induced demand for biking and walking: (1) because walking is slower, catchment areas for walking are much smaller and willingness to detour for facilities is much lower (2) walking facilities are in greater supply than bike facilities, so a new pedestrian facility is less likely to induce demand. The methodology to determine future pedestrian use is facility specific. Research was done to determine the percent of new trips generated for certain types of pedestrian improvements or new facilities.

The existing number of pedestrians was determined by counts performed on April 29, 2014 between 3-4 pm at the location illustrated in the map below. Seven pedestrians were counted during this time [*row 1*].

In order to extrapolate the number of weekday and weekend counts from the one hour of count data collected, hourly and daily breakdowns from the National Bicycle and Pedestrian Documentation project database were applied. This large dataset reveals that on average, 6% of weekday hourly counts are from between 3 and 4 PM. Based on this proportion, an estimated 117 pedestrians would be counted throughout a weekday [*row 2*]. The same database reveals that 12% of counts are received on an average weekday, while 20% are achieved on a weekend. Given this proportion, 194 pedestrian trips will be counted on a weekend at this location [*row 3*].[1] These calculations provide an estimate of the number of pedestrian trips per day, which needs to be translated to the number of pedestrian users. To account for the double counting of pedestrians on both legs of their journey, and the potential for the same pedestrian to make a trip on a weekday and weekend, this calculation adds weekend and weekday users and multiplies by 40 percent to determine existing pedestrian users [*row 4*].

To estimate future pedestrian users given the implementation of the proposed project, this analysis refers to research by Reynolds et al (2007)[2] which cites correlates of trail use for various path characteristics. Components of the San Joaquin Trail project and the corresponding statistically significant change in trail use are as follows:

- Four trailside amenities (benches, a bicycle rack, new pedestrian connection and exercise equipment)= 9 percent increase in trail use for each amenity

[1] Jones, Michael, Sherry Ryan, Jennifer Donlon, Lauren Ledbetter, David Ragland, Lindsay Arnold. "Seamless Travel: Measuring Bicycle and Pedestrian Activity in San Diego County and its Relationship to Land Use, Transportation, Safety and Facility Type." California PATH Research report. March 2010. http://www.path.berkeley.edu/PATH/Publications/PDF/PRR/2010/PRR-2010-12.pdf

2 Reynolds, Kim D., Jennifer Wolch, Jason Byrne, Chih-Ping Chou, Guanjun Feng, Susan Weaver, and Michael Jerrett. "Trail Characteristics as Correlates of Urban Trail Use." American Journal of Health Promotion 21.4s (2007): 335-45. Print.

- Three sections of improved landscaping and pavement improvements= 28 percent for good trail condition

The combination of these features (9% x 4 + 28%) will result in an estimated 64% increase in pedestrian use on this trail [*row 5*]. The estimated existing number of pedestrian users (124) was multiplied by 0.64 to determine the number of new pedestrian users (40) [*row 7*]. To determine the breakdown between recreational and commuting pedestrian users which will be necessary during the cost-benefit calculation, this analysis will assume that half of pedestrian users are commuters, based on the number of schools within a mile of this facility and the lack of other destinations [*row 6*]. Adding the new and existing pedestrians on the facility results in a total of an estimated 204 pedestrian users after the project is implemented [*row 8*].

Row	PEDESTRIANS	
1	Existing pedestrian count (1 hour, peak)	7
2	Weekday count estimate *(existing pedestrian count x 100)/6*	117
3	Weekend count estimate *(weekday pedestrian count /0.12) x 0.2*	194
4	Existing pedestrian users (daily) *(weekday count + weekend count) x 0.4)*	124
5	Proposed project percent increase of pedestrians *(9% x 4) + 28%*	64%
6	New commute pedestrians (daily) *(Existing pedestrian users x 0.64)/2*	40
7	New pedestrians (commute + rec, daily) *(existing pedestrian users x 0.64)*	**80**
8	Future pedestrians (daily) *(existing pedestrians + new pedestrians)*	**204**
9	Percent increase in pedestrians *(new pedestrians + existing pedestrians)/ existing pedestrians*	**64%**

The total number of existing, new and future bicycle and pedestrian users is calculated by adding the values for the two modes based on the methodology described above. Results are as follows:

BICYCLISTS & PEDESTRIANS	
New bike/ped users (daily)	**996**
Existing bike/ped users (daily)	**1075**
Future bike/ped users (daily)	**2071**
Percent increase in bike/ped users	**93%**

<u>Type of possible users and their destinations</u>

Destinations:

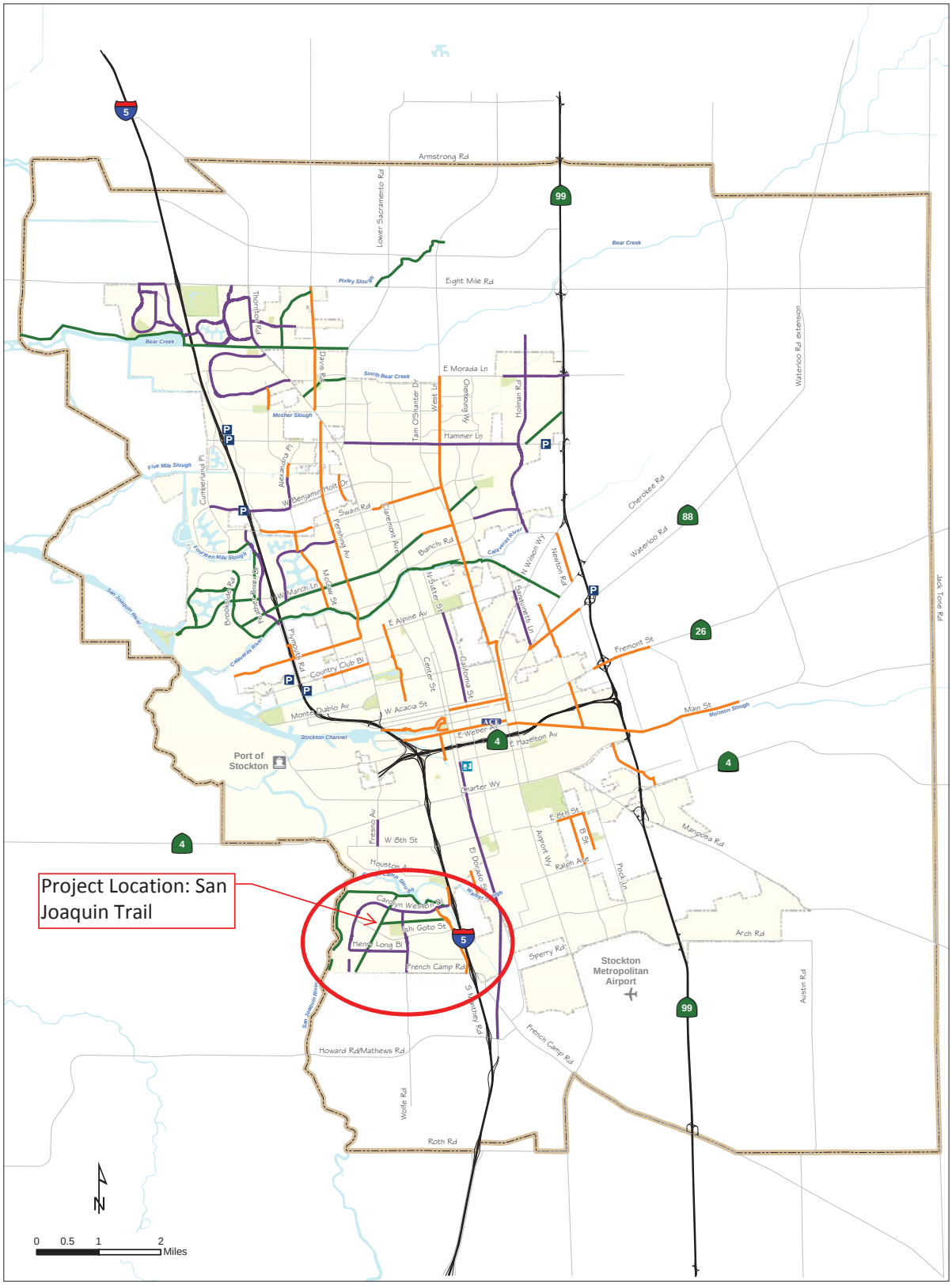
- August Knodt Jr School

- George Y Komure Elementary School
- New Vision High School
- Weston Ranch High School
- Great Valley Elementary School
- Bus routes 07 or 55 along Carolyn Weston Boulevard

Users:

With five schools within a mile of the project boundary, there will likely be a large number of students using this improved facility. Additionally, over 12,000 residents[3] live within a ½ mile buffer of the facility, a well-used catchment distance for walking. Therefore, nearby residents will likely use this facility for recreational purposes. Although only seven pedestrians were seen on this trail during the April 29th counts, a large group of pedestrians were gathered just north of the facility. With improvements to the trail and trailside, trips may be rerouted from surrounding neighborhoods streets onto the safer San Joaquin trail.

[3] 2010 US Census.



LEGEND

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- ACE Station
- Amtrak Station
- Park and Ride
- Plan Boundary
- Park
- City Limits

FIGURE 4 - EXISTING BIKEWAY FACILITIES

CITY OF STOCKTON

N:\Projects\1031\1914\October2007\fig04_existing_facilities.mxd

October 2007

The San Joaquin Trail

Development Plans

Attachment I- Site Plan & Par Course Equipment

The San Joaquin Trail

Par Course
Station Examples

Par Course
Stations

Sit-up
Station

Push-Off &
Arm-Walk
Stations
With Signage

Three Dimensional Fitness
Station Rendering

Surfacing Colors

CITY OF STOCKTON
Public Works Department

DCA
DERIVI
CONSTRUCTION
ARCHITECTURE

San Joaquin Trail
Schematic Design

August 11, 2010

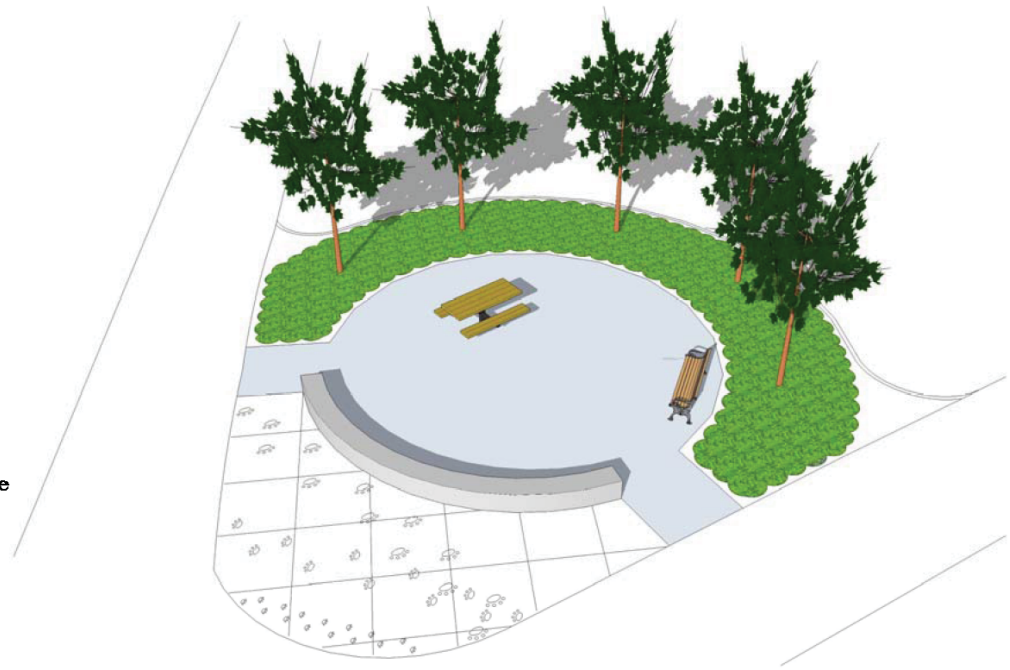
Attachment I- Site Plan & Par Course Equipment

The San Joaquin Trail

Bench

Picnic Table

Trash Receptacle



Three Dimensional
Picnic Area Rendering

CITY OF STOCKTON
Public Works Department

DCA
DERIVI
CONSTRUCTION
ARCHITECTURE

San Joaquin Trail

Attachment I- Site Plan & Par Course Equipment

CITY OF STOCKTON

Public Works Department
1465 So. Lincoln
Stockton, CA 95206

San Joaquin Trail Meeting

Wednesday, August 11 at 7 p.m.

Egusa Gym, August Knodt School
3939 EWS Woods Blvd., Stockton, CA 95206

Attachment J - Public Meeting Invitation

You jog and bike on it, live near it and drive by often, so tell us what you think!

The City of Stockton Public Works Department and DCA Derivi Construction Architecture would like to share their plans and hear comments about the further development of the **San Joaquin Trail.**

The project area is just over five acres, located on the PG&E greenbelt near the northwest corner of William Moss Blvd and Sachetti Circle, west of Weston Park.

Proposed new San Joaquin Trail features:

- Fitness trail with exercise stations
- New grass areas
- Additional trees
- Benches

Please join us Wednesday, August 11 at 7 p.m. at the Egusa Gym at August Knodt School, 3939 EWS Woods Blvd., Stockton, CA 95206

Call Sue Christy at (209) 937-8372 for information.

Usted trota y pasea en bicicleta, vive cerca, y maneja muy a menudo por ahi, entonces diganos lo que piensa!

El Departamento de Obras Publicas de la Ciudad de Stockton y la compania de construccion Derivi (DCA) les gustaria compartir sus planes y escuchar sus comentarios sobre el desarrollo de la **Vereda de San Joaquin.**

El area para el proyecto es un poco más de cinco acres, localizado en los terrenos de la compania PG&E cerca de la esquina noroeste de Willims Moss Boulevard y Sachetti Circle al oeste del Parque Weston.

La nueva Vereda de San Joaquin tendra:

- Estaciones de ejercicio
- Nuevas áreas de césped
- Arboles adicionales
- Bancas

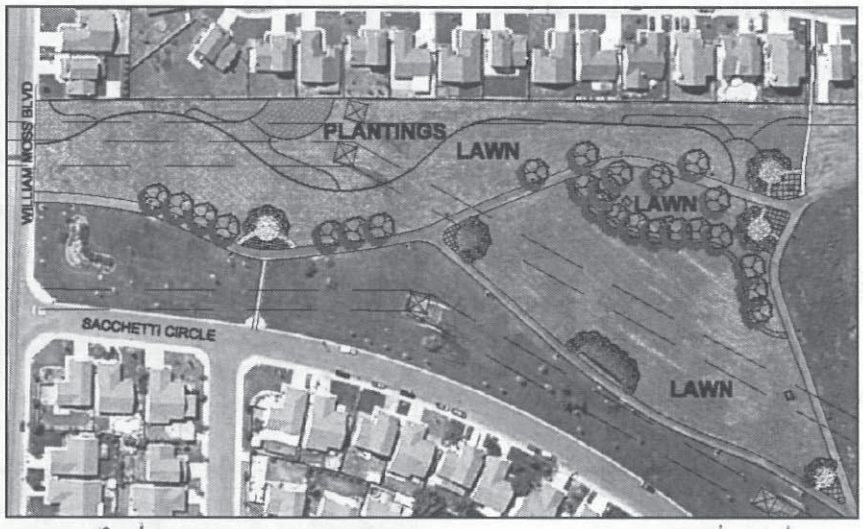
Por favor acompáñenos este Miercoles 11 de agosto a las 7 p.m. en la Egusa Gym de la August Knodt School, 3939 EWS Woods Blvd., Stockton, CA 95206

Llamen a Sue Christy al (209) 937-8372 para mas informacion.

Attachment J - Public Meeting Invitation

San Joaquin Trail

Comment Sheet



Name (Please print): Fernando Alonso Date: 8/11/10

Mailing address: 4108 Roma Lane, Stockton 95206

Resident, Business, Organization, etc.:

Phone: (209) 565-5147 E-mail: fernandos2855@yahoo.com

My Comments *regarding the development of this area of the San Joaquin Trail:*
(Please draw on the map, if desired)

OK to do anything there as long as it is planted and green.

Please return to staff today

DCA
DERIVI CONSTRUCTION ARCHITECTURE

CITY OF STOCKTON
PUBLIC WORKS DEPARTMENT
www.stocktongov.com • (209)937-8411

Contact Information:

City of Stockton Public Works Department
1465 So. Lincoln
Stockton, CA 95206
(209) 937-8372 FAX: (209) 937-8883
susan.christy@ci.stockton.ca.us

9-15-2010

- DESIGN SUGGESTION

~~- SMALL~~

- PLAY AREA FOR SMALL KIDS -

- 2-5 YR OLD AGE GROUP

- SEE-SAW / TEETER-TOTTER / SWINGS / SLIDE

- TONY LEONARDI

San Joaquin Trail Meeting – Wednesday, August 11 at 7 p.m.

PLEASE SIGN IN: *This is information is for our records only; no information will be shared.*

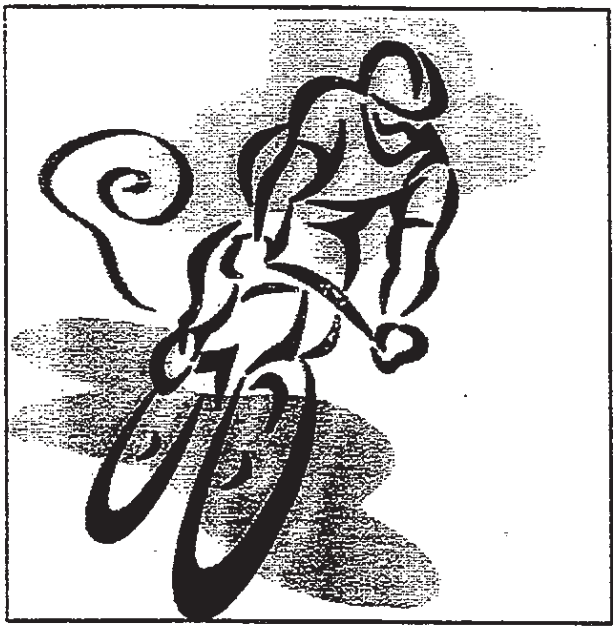
Name	Street Address/E-mail	Phone
JIM McKINNEY	3815 JACARANDAS G	981-5310
Dale Fritchu	2243 Stern Pl	983-0287
Raquel Fernandez	4924 Shipwheel Drive	298-5451
Maria Amen	5014 Alec Lane	401-6634
Barbara Leonardi	1734 Sacchetti Cir	209-983-1350
CONNIE CARRIER	4042 Boo Ln	510 7504800

San Joaquin Trail Meeting – Wednesday, August 11 at 7 p.m.

PLEASE SIGN IN: *This is information is for our records only; no information will be shared.*

Name	Street Address/E-mail	Phone
FERNANDO ALONSO	4108 ROMA LN	565-5147
KARLA CERVANTES		937-8492.
COLT ESENWEIN		937-8302
Dimitri & Lena Reyes	1754 Sacchetti Cir	
STAFF:		
Bob Murdoch		
Colt Esenwein		
David Kroll		
Karla Cervantes		
Sue Christy		

CITY OF STOCKTON



BICYCLE FACILITIES MASTER PLAN
(BIKEWAY PLAN)

Prepared By:
COMMUNITY DEVELOPMENT DEPARTMENT
&
PUBLIC WORKS DEPARTMENT

Based on the Traffic Safety Program and Bicycle Safety Program Update
Prepared by:
Korve Engineering
E.C. Jiu Associates
Economic and Planning Systems

Adopted by City Council
May 8, 1995
Updated
January 26, 1999
Amended June 26, 2001

AMENDED JUNE 26, 2003

SECTION 2
INTRODUCTION

This Bikeway Plan was compiled from work completed from Traffic Safety Program and Bicycle Safety Program Update study conducted for the City of Stockton and the California Department of Transportation Office of Traffic Safety (included as Appendix A).

The development of the Traffic Safety Program and Bicycle Safety Program Update and subsequently this Bikeway Plan was accomplished through a cooperative effort of representatives from the City of Stockton, the San Joaquin Council of Governments, San Joaquin County, the Stockton Bicycle Club, the San Joaquin Bicycle Council, the Trails Coalition of San Joaquin County, University of the Pacific, and Stockton Metropolitan Area Transit District.

Public participation was included at two points in the study. The first was through a bicycle survey conducted in late April/early May 1993. The second was through a public presentation of the draft Bikeway Plan held on September 21, 1993. Comments received were incorporated into the proposed Bikeway Plan.

SECTION 3
BIKEWAY PLAN

1. INTRODUCTION

The Bikeway Plan serves as an update to the City of Stockton's 1980 Bicycleway Plan and is based on the current General Plan limits as defined in the City of Stockton General Plan. The plan incorporated information from a number of existing sources such as the 1980 Bicycleway Plan[3], the 1990 City of Stockton General Plan[4], 1990 Journey to Work Data[5], the County of San Joaquin Bicycle Plan[6] and the Arterial Streets Improvement Project Alternatives Analysis[7] as well as new information developed from the bicycle survey and field review. The Bikeway Plan includes new development areas in the City of Stockton and increases the lane mileage of bicycle paths and lanes.

The City of Stockton, like other cities, is dependent on the automobile as the dominant form of transportation. However, bicycling can be an important travel mode in the City of Stockton given its flat terrain and favorable climate. According to the 1990 census, less than 1 percent of workers (approximately 700) commute to work by bicycle in the City of Stockton, and it is not certain how many bicyclists are recreational riders only. The bicycle also has a number of advantages over the automobile: it takes up less space, it does not use fossil fuels, it does not pollute the air, it does not make noise, it is inexpensive to operate, and it provides significant health benefits[8]. However, there are significant barriers to bicycle riding in the City of Stockton. First is the absence of a comprehensive bikeway system coupled with physical barriers such as freeways, waterways, and railroads. Many roadways in the City are also perceived as unsafe for bicyclists because of lack of facilities and general knowledge about safe bicycle riding practices from both the motorist's and the bicyclist's perspective. Additionally, current land use design does not encourage the use of bicycles and funding to provide bicycle facilities is very limited.

The development of the updated bikeway plan was accomplished through a cooperative effort of representatives from the City of Stockton, San Joaquin Council of Governments, San Joaquin County, the Stockton Bicycle Club, the San Joaquin Bicycle Council, the Trails Coalition of San Joaquin County, University of the Pacific, and Stockton Metropolitan Area Transit District. This group, listed at the end of this Plan, has met once a month since March 1993 to update and expand the plan, some of the time volunteered. Public input was obtained via two sources; a survey and an open house. The survey methodology and results are described in this section. The public Open House presenting the bicycle plan was held on September 21, 1993. A list of attendees

is presented in Appendix B. Responses to the comments received at the public meeting are incorporated, where possible, into this document. A summary of comments and responses are found in Appendix C. It is testimony to the commitment to providing a safe bicycling environment in the City of Stockton that this plan is produced.

Purpose

The purpose of the proposed Bikeway Plan is to identify bicycle travel characteristics and update the 1980 Bicycleway Plan. This includes the identification of the purpose of bicycle trips, primary destination points, and routes used. This update includes a review of how existing routes serve the need of bicyclists and an assessment of what bikeway facilities are needed to serve areas that have been developed since 1980. The specific objectives of the Bikeway Plan are:

- Identify key bicycle travel characteristics by surveying bicyclists in the City of Stockton;
- Develop an existing and proposed bicycle attractor map based on land use information in the General Plan and other sources;
- Preparing an updated plan;
- Identify short term and long term funding availability and collect information on existing internal and external funding sources;
- Prioritize bikeway improvements; and
- Recommend improvements for a three to five year period.

Section Organization

This section is organized in the following sub-sections:

1. Introduction
2. Methodology
3. Recommended Bikeway Plan
4. Funding Sources
5. Recommended Implementation Projects and Financing Plan

CITY OF STOCKTON

DEPARTMENT OF PUBLIC WORKS
CITY HALL
425 N. EL DORADO STREET
STOCKTON, CA 95202-1997

April 27, 1993

BICYCLE PLAN

The last Bicycle Plan for the City of Stockton was adopted in 1979. Since planning for the City's future has changed significantly since 1979, the City and the California Department of Transportation Office of Traffic Safety have undertaken an effort to develop a 1993 Bikeway Plan for the City of Stockton. As part of the study to formulate recommendations for this Bikeway Plan, we are requesting your help in a survey to obtain information about bicycle ridership and needs in the City of Stockton.

Please take a moment to answer a few questions about your bicycling habits during the last week. All information will be held in confidence.

If you would like to have your name placed on a mailing list to receive a copy of the draft Bikeway Plan, please record your name and address in the space below and mail to the indicated address. If you have any questions regarding this survey, please contact: Traffic Engineering Division, City of Stockton, Phone (209) 944-8282.

Thank you for your participation in this important planning effort.

JAMES B. GIOTTONINI
PUBLIC WORKS DIRECTOR

JBG:GT:cc

cc: Dwane Milnes, City Manager

==========

PLEASE PLACE MY NAME ON THE MAILING LIST FOR THE 1993 UPDATE OF THE CITY OF STOCKTON BIKEWAY PLAN. SEND REQUESTS TO:

City of Stockton, Traffic Engineering Division
425 N. El Dorado Street
Stockton, CA 95202-1997

Name: _____

Street Address: _____

_____

CITY OF STOCKTON BICYCLE SURVEY

Please record the date that you are completing this survey: _____, 1993

1. In a typical month, how many times do you ride your bicycle? _____

2. In the last week, I used my bicycle: ___ Not At All (Skip to Question 5); ___ 1 time; ___ 2 times; ___ 3 times; ___ 4 times; ___ 5 times; ___ More Than 6 times

3. Of the bicycle trips reported in Question 2 above, how many were for:

   ___ Work; ___ Shopping; ___ School; ___ Visiting friends; ___ Recreation; ___ Exercise; ___ Other

4. If you recorded school or work trips in Question 3, please record the nearest major intersection to your school or work site: _____

   For those work or school bicycle trips noted in Question 3, please record your general route listing major streets only. (For example: If you live on Stanton Way and work at City Hall, you would record the following; Benjamin Holt Drive, Pacific Avenue, Alpine Avenue, Kensington Way, Fremont Street). My general route is: _____

5. For those recreational bicycle trips noted in Question 1 or 3, please list your general route listing major streets only. (For example: If you live on Venetian Drive and are bicycling to Swenson Park, you would record the following; Quail Lakes, Alexandria Place). My general route is: _____

For the following questions, bicycle facilities refer to three separate types:

- **Bike Trails** — Bike facilities that are physically separated from the street
- **Bike Lanes** — Bike facilities that are located on-street marked with exclusive lanes separated from automobile traffic and indicated by "Bike Lane" signs
- **Bike Routes** — Bike facilities that share the street with automobiles and are indicated by a "Bike Route" sign

6. Please list the name of any bicycle facilities (bike paths, lanes, or routes) that you are aware of in the City of Stockton. In the case of bike lanes or bike routes, please list the street name. _____

7. When bicycle riding on major roadways, do you prefer bike lanes or bike routes?
   __Bike Lanes __Bike Routes

8. Would you be willing to pay a bicycling licensing fee to support a bicycle program? __Yes __No

9. Please describe any means of financing a bicycle program that you might recommend _____

10. On the attached map, please highlight roadways where you feel bike lanes or bike routes should be provided for bicyclists.

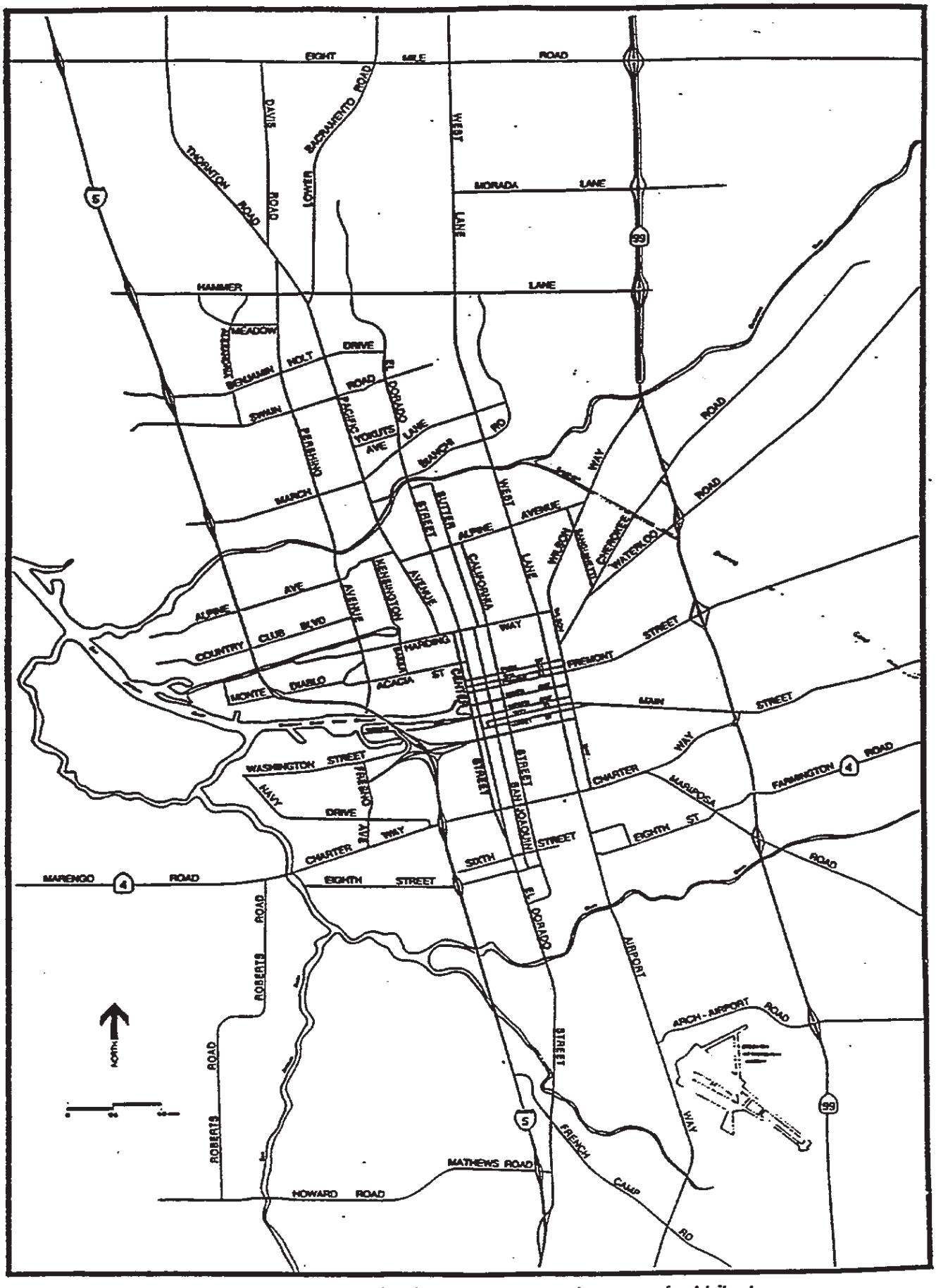
Demographical Information

11. Year of Birth ____
12. Sex: __Female __Male
13. Nearest Major Intersection To Home Residence: _____
14. Please describe any major hindrances or safety issues to bike riding in the City of Stockton: (use the back if you need more room) _____

THANK YOU VERY MUCH FOR YOUR HELP!

Please Return Survey by May 7, 1993

CITY OF STOCKTON BICYCLE SURVEY



On the above map, please highlight the streets where you feel bike lanes or bike routes should be provided. If you feel other improvements are needed to make these streets safe for bicycling, please list on the back of this page.

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS
CITY HALL
425 N EL DORADO ST
STOCKTON CA 95202-1997

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CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS
CITY HALL
425 N EL DORADO ST
STOCKTON CA 95297-0250

(fold in half here)

Additional Comments:

-Please Tape, DO NOT Staple-

Bicycle Questionnaire Summary By Question

One hundred and thirty seven (137) competed questionnaire forms were collected. A sample questionnaire is attached. The information was summarized and is presented in this section.

Of the 137 surveys, 20 percent were received from the bicycle shops, 7 percent from the newspaper *Connections*, and 2 percent from schools. The majority were received from City of Stockton program distribution (42 percent) and the Stockton Bicycle Club (29 percent).

Question 1 queried about monthly ridership. Respondents appeared to be interpreting this question in different ways. The question "In a typical month, how many times do you ride your bicycle" was answered with just a plain number or a number with days or miles written after it. The usefulness of the data was questionable and so it was thrown out.

Question 2 asked about weekly ridership. In a mail-out survey, the question was asked--whether bicycle riding was a regular part of their commute or recreational transportation. In response, results indicated that in the week before the survey, forty-seven percent **(47%)** of the respondents rode their bicycles 4 or more times. Eight percent **(8%)** rode not at all, fifteen percent **(15%)** rode one to two times, and fifteen percent **(15%)** rode 3 times. In a follow-up phone survey, results indicated that in the week after the mail-out survey, seventeen percent **(17%)** rode 4 times a week, while fifteen percent **(15%)** rode 5 times and thirty percent **(30%)** rode 6 times or more.

Question 3 asked about trip purpose: work, shopping, school, visiting friends, recreation, exercise, other. The responses tell us how many of the respondents used their bicycles for a specific trip purpose during the week of the survey. The following trip purpose information was recorded:

Trip Purpose	Percent Using Bicycle	Percent Not Using Bicycle	Total Percent
Work	44	56	100
Shopping	21	79	100
School	20	80	100
Visiting	22	78	100
Recreation	47	53	100
Exercise	65	35	100
Other	14	86	100

Question 4 has two parts. The first asked for the nearest intersection to the respondents work or school site. The Figure 3 shows the areas most frequently mentioned. All are north of Charter Way.

The second part asked for major streets used on the route taken to school or work. The number of times a street was mentioned was recorded. Streets with 20 or more mentions include Pacific Avenue and Pershing Avenue. Ten to nineteen mentions include Alpine Avenue, El Dorado Street, Hammer Lane, and March Lane. Five to nine mentions include Airport Way, Benjamin Holt Drive, Brookside Road, Charter Way, Fremont Street, Harding Avenue, and the Calaveras Bike and Jog Trail. Approximately 60 additional streets were named less than five times.

Question 5 was similar to Question 4 except that it asked for major streets used on the recreational bicycle routes. Again, the number of times a street was mentioned was recorded. Streets with 20 or more mentions include March Lane and Thornton Road. Ten to nineteen mentions include Eight-Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue. Five to nine mentions include SR 99 Frontage Road, the Calaveras Bike and Jog Trail, Brookside Road, El Dorado Street, Feather River Drive, Pacific Avenue, Quail Lakes Road, Swain Road, and West Lane. Over 70 additional streets were named less than five times.

Question 6 queried respondents about bicycle facility awareness in the City of Stockton. The responses were tabulated. The data shows that the most frequently mentioned facilities were the Calaveras Bike and Jog Trail with 65 mentions, Pershing Avenue with 31 mentions, Quail Lakes with 16 mentions, Alexander Place with 13 mentions, Benjamin Holt Drive with 10 mentions, March Lane with 9 mentions, West Lane with 7 mentions, Feather River Road with 5 mentions, Brookside Road with 5 mentions, SR 99 Frontage Road with 4 mentions, and Baker Street with 3 mentions. Others that were mentioned less than 3 times were the Levee, EBMUD, Robinhood Road, San Joaquin Road, Wilson Way, Pacific Avenue, California Street, Davis Road, Sutter Street, and Gettysburg Street.

Question 7 asked the respondents preference for bike lanes or bike routes. Bike lanes were preferred by 74 percent of the respondents and bike routes were preferred by 21 percent. The remainder preferred both.

Question 8 asked if respondents were willing to pay a bicycle licensing fee. Six percent did not respond. Seventy-eight percent would be willing to pay a fee and the remainder were not.

Question 9 asked respondents to describe any means of financing a bicycle program. The most frequently mentioned methods of financing, excluding a bicycle licensing fee, are described below. Various methods of using existing tax bases were mentioned. These include using funds from the gas tax (16 mentions), bicycle and accessory tax (8 mentions), sales tax (4 mentions), additional property tax (3 mentions), and city tax (3 mentions).

A second method of creating funding sources was through fundraising techniques such as bicycle tours/races/events (11 mentions), general donations (three mentions), corporate sponsorships (4 mentions), bicycle commuter (1 mention), and selling bicycles confiscated by the police department (1 mention).

Suggestions were made that existing funding sources such as the Federal Highway funds/State of California/City of Stockton funds (8 mentions), Measure K (8 mentions), ISTEA (2 mentions), CDBG (1 mention), street improvement/maintenance (5 mentions), Proposition 116 (1 mention), and additional charges on new development (7 mentions) be used. Other funding sources mentioned were collecting Department of Motor Vehicle fees on auto registration, auto violations, and bicycle violations; giving pollution credits; charging additional parking fees at Buckley Cove, Parks, and City parking structures; and collecting tolls on the Calaveras bike trail.

Question 10 asked respondents to mark on a map where they would like to see bicycle facilities in the City of Stockton. Every roadway was mentioned at least once. This information will be used in developing the Draft Arterial Bikeway Plan presented later in the report.

Question 11 summarized the age of the respondents and is presented below:

Age	Percent
17 and under	5
Between 18 and 25	13
Between 26 and 35	18
Between 36 and 45	31
Between 46 and 55	26
Between 56 and 65	4
Between 66 and 93	3

Question 12 recorded the respondent's gender. The majority (74 percent) were male and the remainder were female.

Question 13 asked for the nearest major intersection to home. With the exception of one on Mathews Road, all were located north of Charter Way.

Question 14 allowed respondents an opportunity to describe any major hindrances or safety issues to bicycle riding in the City of Stockton. The responses are summarized below.

- Lack of Bikeway facilities in the City of Stockton (33 mentions)
- Safety (e.g., increasing traffic, speeding automobiles, reckless driving, danger of being hit by an automobile, automobiles driving in bicycle lanes, dangerous to be so close to traffic, roads too narrow, narrow shoulders, no traffic enforcement, automobilists trying to hit or frighten bicyclists, dogs, no safe place to ride) (79 mentions)
- Street conditions are poor (bicyclists can not be detected by traffic signals, streets are full of debris, no handicapped curb cuts, more crossings of Calaveras needed, bridges are too narrow, not enough crosswalks) (26 mentions)
- Lack of bicycle amenities (5 mentions)
- Parked Vehicles (3 mentions)
- Lack of automobile driver awareness and consideration of bicyclists and lack of educational programs for automobilists on how to share the road (16 mentions)
- Lack of educational programs for bicyclists (7 mentions)
- Fear of personal safety because Stockton is unsafe (2 mentions)
- Automobile exhaust (1 mention)
- Indifferent elected officials

ZIP Code	Total Population	Ozone	Ozone Pctl	PM2.5	PM2.5 Pctl	Diesel PM	Diesel PM Pctl	Pesticides	Pesticides Pctl	TRI	TRI Pctl	Traffic	Traffic Pctl	Cleanup Sites	Cleanup Sites Pctl	Groundwater Threats	Groundwater Threats Pctl	Haz. Waste
95202	6521	0.02214	37.61	12.48	71.4	22.15	83.83	3.39	47.17	1473	31.22	696	51.2	42	74.24	145	81.25	1.6
95203	15696	0.02221	37.78	12.31	70.36	17.52	78.69	12.8	58.31	5510851	90.93	1328.5	72.15	179	96.89	1154	99.39	2.975
95204	27786	0.02180	37.37	12.28	69.93	18.4	79.76	0.039	14.31	1.00E-04	16.06	934.3	60.48	20	52.81	256	91.4	1.7
95205	38069	0.02279	38.53	12.51	71.65	18.95	80.5	94.2	72.24	4773280	90.28	1352.2	72.67	96	91.62	325	94.11	9.6
95206	65004	0.02532	40.10	11.92	66.5	8.23	61.79	252.3	79.83	11002150	93.65	711.7	52.11	163	96.28	434	96.68	8.05
95207	47965	0.02175	37.20	12.11	68.34	14.41	74.28	2.04	42.75	0	0	1376.9	73.29	4	16.68	122	77.52	2.35
95209	39488	0.02216	37.70	11.81	65.09	9.51	64.67	8.32	54.18	0	0	1281.1	70.73	1	3.54	35	44.28	0.375
95210	39009	0.02290	38.69	12.01	67.67	10.71	67.61	50	68.49	1350936	83.03	869	57.8	3	7.61	24	32.84	1.575
95211	1545	0.02184	37.45	12.27	69.87	20.71	82.7	0	0	0	0	985	62.59	0	0	0	0	0.15
95212	25239	0.02632	41.01	11.9	66.38	7.07	58.45	676.2	87.42	1838020	85.49	1223.2	69.36	0	0	5	6.57	0.775
95215	23224	0.03074	43.50	12.39	70.91	5.7	55.17	740.9	87.99	2005143	86.4	712.9	52.28	46	76.66	120	77.32	3
95219	27884	0.02043	35.79	11.36	61.91	7.53	60.09	1556.8	92.8	0	0	1868.3	84.97	3	7.61	47	52.88	1.15

Attachment M - Cal Enviro Data

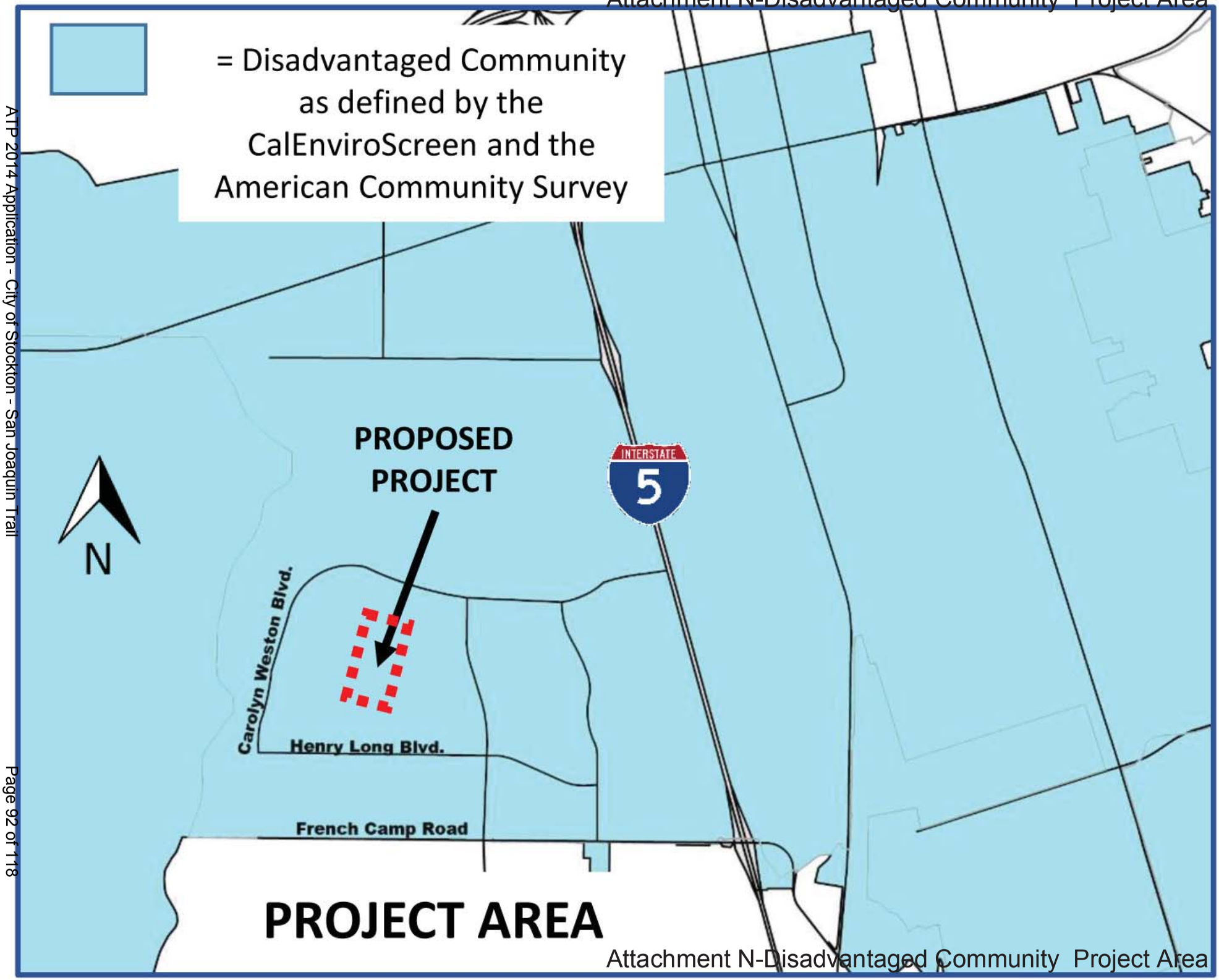
ZIP Code	Haz. Waste Pctl	Imp. Water Bodies	Imp. Water Bodies Pctl	Solid Waste	Solid Waste Pctl	Pollution Burden	Pollution Burden Score	Age	Age Pctl	Asthma	Asthma Pctl	Low Birth Weight	Low Birth Weight Pctl	Education	Education Pctl	Linguistic Isolation	Linguistic Isolation Pctl	Poverty
95202	55.04	12	89.69	1	3.62	55.8	5.6	30.52	86.46	265.5	99.82	7.89	84.63	44.4	92.51	20.9	86.99	83.7
95203	73.71	16	95.73	14	88.1	74.7	7.5	25.48	48.46	103.9	96.86	7.93	85.26	33.9	86.43	12.4	69.11	53.9
95204	56.45	18	97.32	0	0	50.2	5	29.15	80.97	59.82	83.14	6.97	61.78	18.1	61.05	7.5	49.59	44.3
95205	94.22	6	63.87	5	53.97	73.5	7.4	27.72	71.26	73.3	90.71	6.95	60.92	47.9	94.4	23.7	89.37	68.6
95206	92.53	21	98.83	34	99.22	74.8	7.5	26	53.66	86.17	93.97	7.08	65.6	38.2	89.41	18.4	83.2	51.1
95207	65.61	12	89.69	0	0	49.5	4.9	28.61	77.83	69.09	89.05	8.04	87.13	20	65.37	10.1	60.79	51.3
95209	26.92	14	92.71	0	0	44.2	4.4	26.09	55.37	47.07	69.85	8.72	94.23	14.3	51.61	4.3	31.3	26.1
95210	54.26	6	63.87	0	0	54.4	5.4	27.62	70.8	57.55	81.23	7.8	83	33.3	85.76	11.7	66.89	58.8
95211	16.35	5	57.17	0	0	34	3.4	1.88	0.4	40.81	60	NA	NA	0	0	NA	NA	NA
95212	37	7	71.67	0	0	54.8	5.5	26.08	55.14	49.745	73.85	8.18	88.53	18.9	62.63	6.4	44.48	37.4
95215	74.07	9	80.47	4	47.67	67.6	6.8	26.9	63.31	57.11	80.68	6.61	49.84	36.4	87.95	13.8	73.72	50
95219	45.74	21	98.83	1	3.62	51.8	5.2	25.21	45.2	34	45.35	7.28	70.59	9.3	35.3	6.3	43.82	19.3

Attachment M - Cal Enviro Data

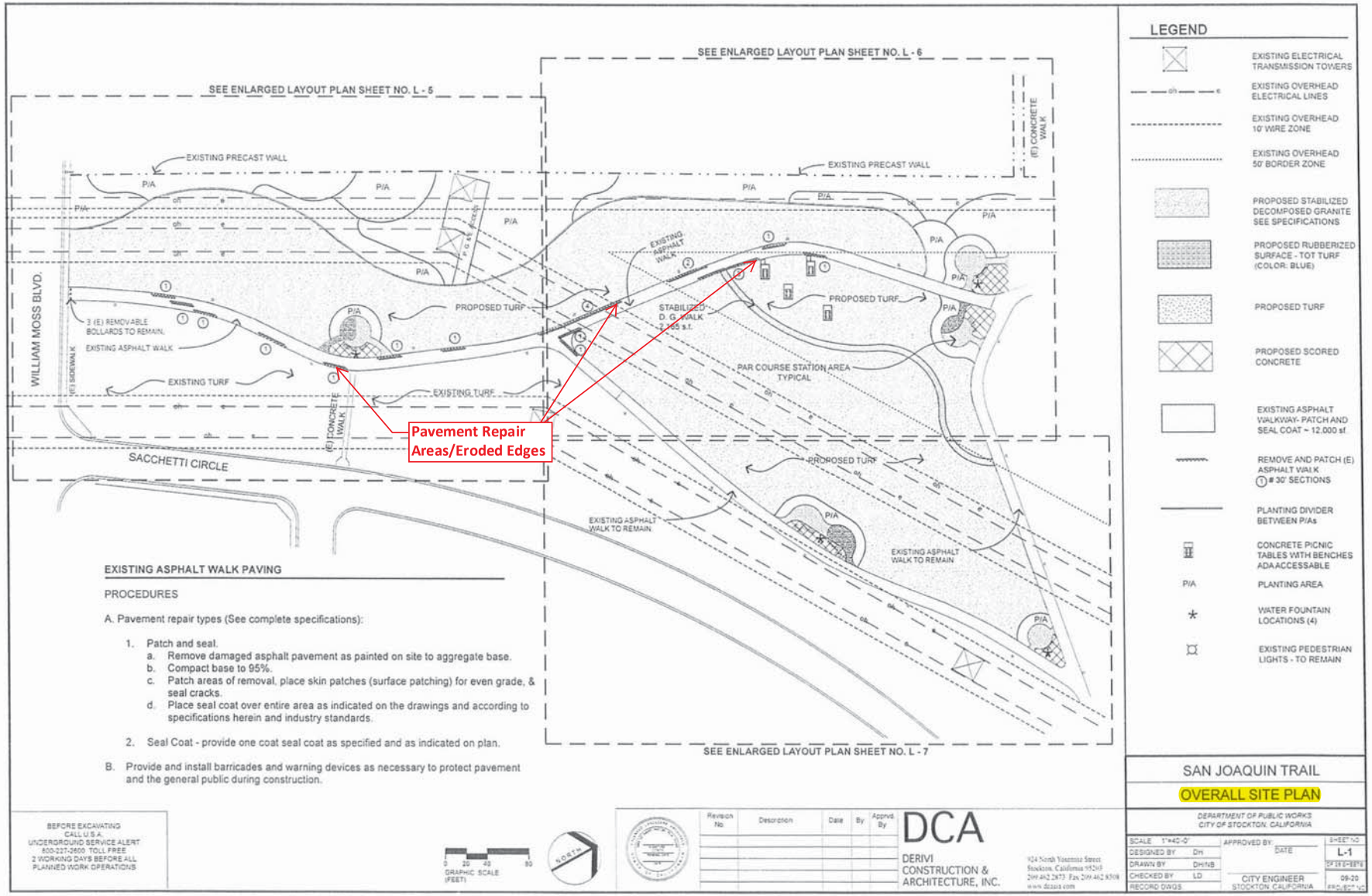
ZIP Code	Poverty Pctl	Pop. Char.	Pop. Char. Score	CES 1.1 Score	CES 1.1 Percentile Range
95202	99.44	91.6	9.2	51.14	96-100% (highest scores)
95203	85.62	78.6	7.9	58.75	96-100% (highest scores)
95204	72.47	68.2	6.8	34.24	81-85%
95205	96.23	83.8	8.4	61.6	96-100% (highest scores)
95206	82.65	78.1	7.8	58.4	96-100% (highest scores)
95207	82.72	77.1	7.7	38.17	86-90%
95209	40	57.1	5.7	25.25	66-70%
95210	90.37	79.7	8	43.36	91-95%
95211	NA	20.1	2	6.85	16-20%
95212	59.94	64.1	6.4	35.12	86-90%
95215	81.23	72.8	7.3	49.18	96-100% (highest scores)
95219	24.07	44.1	4.4	22.8	61-65%

95206 - Weston Ranch Zip Code

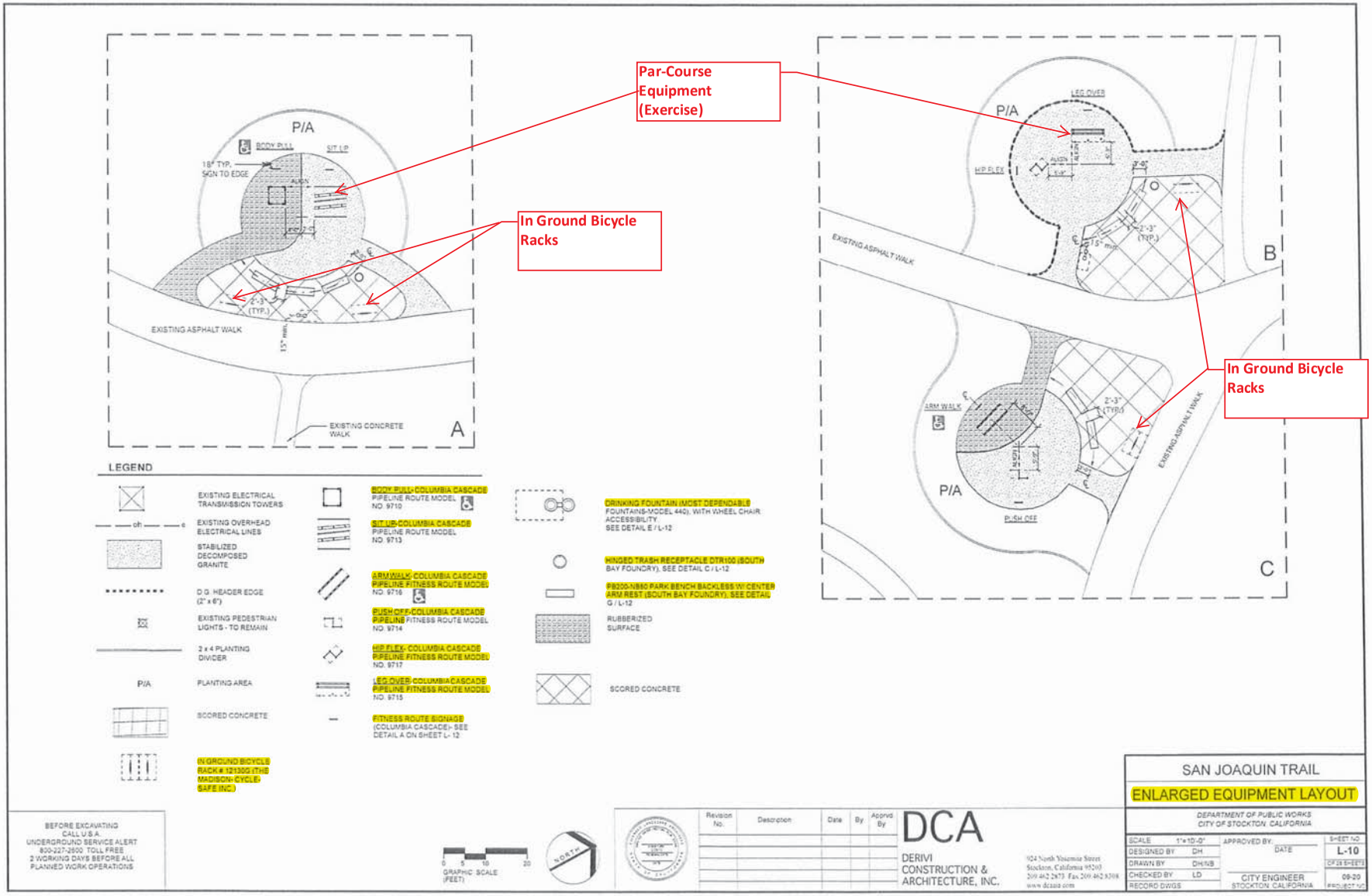
Attachment M - Cal Enviro Data



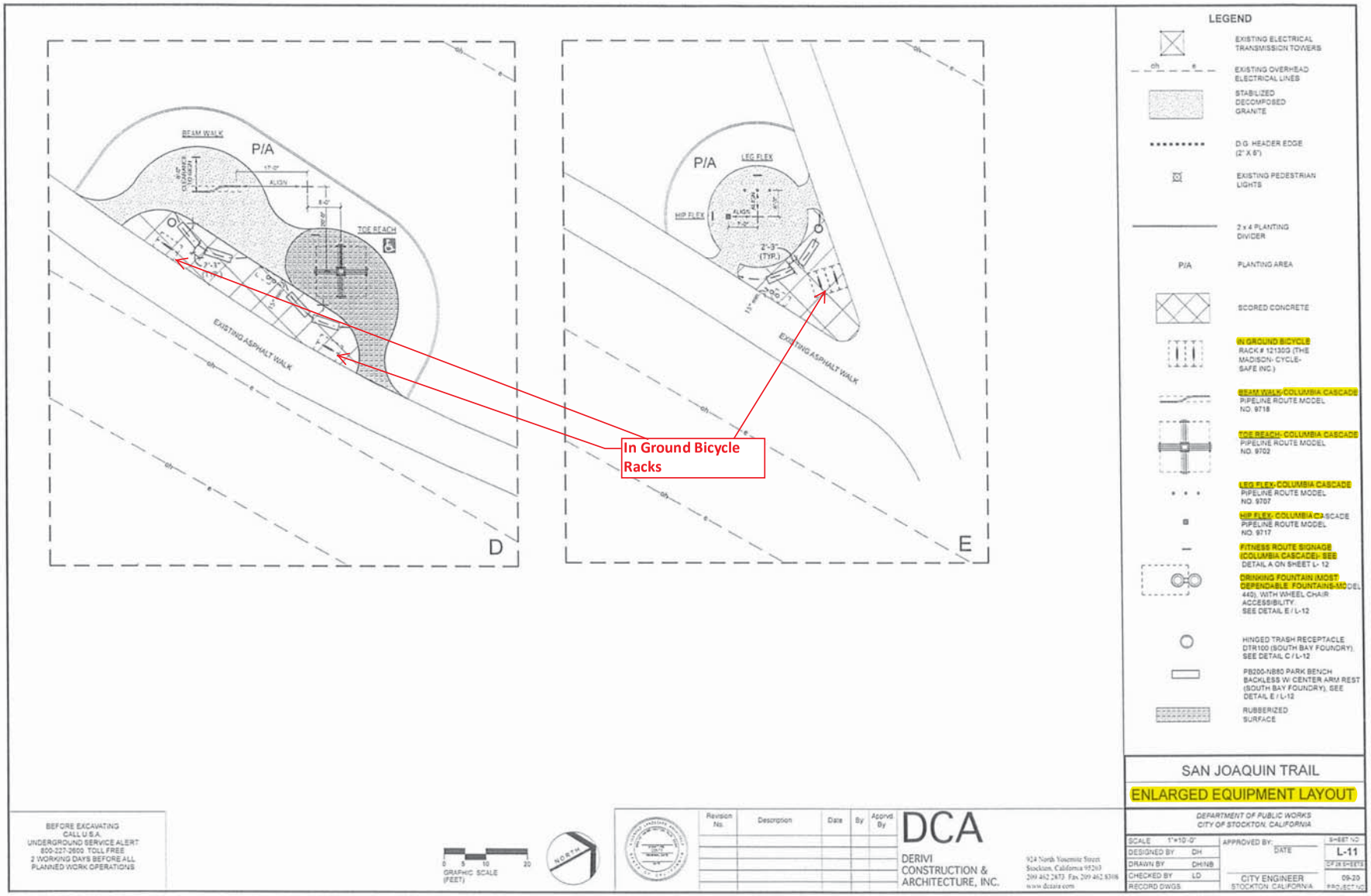
Attachment N-Disadvantaged Community Project Area



Attachment O- Site Plan Layout



Attachment O- Site Plan Layout



Attachment O- Site Plan Layout

San Joaquin Trail

Demographics Report (1 mile radius around Lat: 37.90784 Lng: -121.31085)

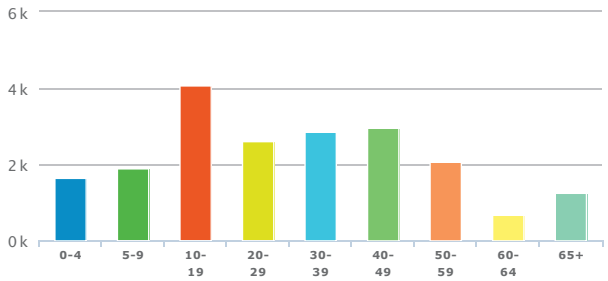
Population (2013)

	TOTAL
Population (2013)	20,032

Population (2018)

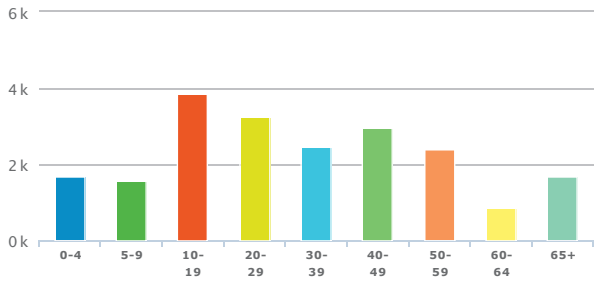
	TOTAL
Population (2018)	20,780

Age Distribution (2013)



	TOTAL	%
0-4	1,638	8.18
5-9	1,883	9.4
10-19	4,054	20.24
20-29	2,616	13.06
30-39	2,855	14.25
40-49	2,955	14.75
50-59	2,085	10.41
60-64	695	3.47
65+	1,251	6.25

Age Distribution (2018)



	TOTAL	%
0-4	1,686	8.11
5-9	1,586	7.63
10-19	3,869	18.62
20-29	3,265	15.71
30-39	2,470	11.89
40-49	2,956	14.23
50-59	2,408	11.59
60-64	865	4.16
65+	1,675	8.06

Sex (2013)

	TOTAL	%
Male	9,895	49.4
Female	10,137	50.6

Sex (2018)

	TOTAL	%
Male	10,264	49.39
Female	10,516	50.61

PROJECT PRELIMINARY ESTIMATE

Project No.	Project Title:		Dept:	Prepared by:	Checked By:	Date:
	San Joaquin Trail Project		PW	DCA		Dec-13

ITEM		ATP Funds	UNIT	QUANTITY	UNIT COST	ITEM COST
Start-Up Miscellaneous						
1	Mobilization	Yes	LS	1	$ 7,500.00	$ 7,500.00
2	Prepare Storm Water Pollution Control Program	Yes	LS	1	$ 2,500.00	$ 2,500.00
3	Temporary Construction Site Management	Yes	LS	1	$ 8,000.00	$ 8,000.00
4	Temporary Construction Fence	Yes	LF	2,500	$ 3.00	$ 7,500.00
5	Pre-Construction Survey	Yes	LS	1	$ 5,000.00	$ 5,000.00
6	Storm Drain Inlet Protection	Yes	EA	2	$ 150.00	$ 300.00
7	Temporary Concrete Washout (portable)	Yes	LS	1	$ 3,000.00	$ 3,000.00
8	Install Construction Area Signs	Yes	LS	1	$ 1,000.00	$ 1,000.00
9	Construction Staking	Yes	LS	1	$ 3,600.00	$ 3,600.00
10	Provide Stabilized Construction Entrance	Yes	LS	1	$ 4,000.00	$ 4,000.00
11	Street Sweeping	Yes	LS	1	$ 2,000.00	$ 2,000.00
12	Install Fiber Rolls (with Straw Tackifier)	Yes	LF	1,650	$ 3.00	$ 4,950.00
13	Clearing & Grubbing (Includes Rough Grading)	Yes	SF	196,600	$ 0.15	$ 29,490.00
14	Install Dry Wells	Yes	EA	12	$ 1,500.00	$ 18,000.00
15	Earthwork (Includes Contour Grading)	Yes	SF	174,650	$ 0.15	$ 26,197.50
16	Trim asphalt walkway edges	Yes	LF	520	$ 15.00	$ 7,800.00
17	Install concrete mow band	Yes	LF	1,940	$ 5.00	$ 9,700.00
18	Graffiti Control	Yes	LS	1	$ 3,500.00	$ 3,500.00
19	Install Stabilized D.G. Pads & Walk	Yes	SF	6,696	$ 8.00	$ 53,568.00
20	Install Aggregate base at P.G. & E Towers	Yes	SF	3,258	$ 6.00	$ 19,548.00
21	Install Recycled Plastic Header Board	Yes	LF	1,478	$ 3.50	$ 5,173.00
22	Install Concrete Flatwork	Yes	SF	3,332	$ 10.00	$ 33,320.00
23	Install Asphalt Patches at walkway edges	Yes	CY	5	$ 650.00	$ 3,250.00
24	Permit Fee	Yes	LS	1	$ 10,000.00	$ 10,000.00
25	Asphalt Concrete	Yes	LS	1	$60,000	$ 60,000.00
26	Pavement Repair	Yes	LS	1	$10,000	$ 10,000.00
27	Erosion Control	Yes	LS	1	$10,000	$ 10,000.00
28	Striping	Yes	LS	1	$10,000	$ 10,000.00
	Irrigation Systems					
29	Install Spray System	Yes	SF	182,053	$ 0.30	$ 54,615.90
30	Install Tree Bubblers	Yes	EA	100	$ 24.00	$ 2,400.00
31	Install Sleeves (trenching)	Yes	SF	106	$ 10.00	$ 1,060.00
32	Install Sleeves (jack & bore)	Yes	LF	106	$ 12.00	$ 1,272.00
33	Install Mainline	Yes	LF	3,000	$ 20.00	$ 60,000.00
34	Install Gate Valves	Yes	EA	8	$ 780.00	$ 6,240.00
35	Install Quick Couplers	Yes	EA	27	$ 260.00	$ 7,020.00
36	Install Remote Control Valves	Yes	EA	74	$ 480.00	$ 35,520.00
37	Install Ball Valves (Isolation Valves)	Yes	EA	27	$ 130.00	$ 3,510.00
38	InstallPoint of Connection *	Yes	EA	1	$ 120,700.00	$ 120,700.00
39	Install Subsurface Irrigation	Yes	SF	4,000	$ 1.60	$ 6,400.00
40	Install Controllers	Yes	EA	3	$ 10,125.00	$ 30,375.00
	Equipment/Furniture					
41	Install Fitness Componenet	Yes	LS	1	$ 20,000.00	$ 20,000.00
42	Install Benches	Yes	EA	4	$ 1,220.00	$ 4,880.00
43	Install Water Fountains	Yes	EA	4	$ 2,170.00	$ 8,680.00
44	Install Picnic Tables	Yes	EA	2	$ 700.00	$ 1,400.00
45	Install Trash Receptacles	Yes	EA	4	$ 785.00	$ 3,140.00
46	Install Bicycle racks	Yes	EA	8	$ 320.00	$ 2,560.00
	Planting					
47	Perform Landscape Soil Preparation & Finish Grading	Yes	SF	182,053	$ 0.15	$ 27,307.95
48	Import Top Soil	Yes	CY	394	$ 50.00	$ 19,700.00
49	Install Trees, 15 gal	Yes	EA	49	$ 125.00	$ 6,125.00
50	Install Shrubs, 5 gal	Yes	EA	189	$ 35.00	$ 6,615.00
51	Install Shrubs, 1 gal	Yes	EA	3,650	$ 10.00	$ 36,500.00

PROJECT PRELIMINARY ESTIMATE

Project No.	Project Title:		Dept:	Prepared by:	Checked By:	Date:
	San Joaquin Trail Project		PW	DCA		Dec-13

ITEM		ATP Funds	UNIT	QUANTITY	UNIT COST	ITEM COST
52	Install Ground Cover -flats	Yes	SF	10,668	$ 0.35	$ 3,733.80
53	Install Turf, hydorsee	Yes	SF	141,208	$ 0.25	$ 35,302.00
54	Install Mulch	Yes	CY	255	$ 50.00	$ 12,750.00
55	Electrical	Yes	LS	1	$ 5,000.00	$ 5,000.00
56	Conduct Landscap Maintenance (1 year)	Yes	LS	1	$ 25,000.00	$ 25,000.00
New Upgrade Water Meter (3" to 4")						
57	New 4" Water Meter-MUD plus Delta Water Service Fee	Yes	LS	1	$ 44,000.00	$ 44,000.00
	(42K+74=$116,000 - 47K+25=72K Total amount Owed = $44K					
	Subtotal					$ 950,703
	(Contingency)				**10%**	$ 96,000
	Total Construction Items				(Rounded)	$ 1,047,000
	Contract Change Order Authority					
	Total Construction Cost				(Rounded)	$ 1,047,000
Other Project Cost (Estimated as a Percentage of the Construction Cost)						
A	Engineering Services (Design)			18%	(Rounded)	$ 189,000
B	Construction Administration & Inspection Services			15%	(Rounded)	$ 158,000
C	Admin./Public Works' Direct Charges			0%	(Rounded)	$ -
D	Public Art			0%	(Rounded)	$ -
	Total Other Project Cost					$ 347,000
	Subtotal Project Cost					$ 1,394,000
E	**Indirect Charges**			0.0%	(Rounded)	$ -
	Total Project Cost					**$ 1,394,000**

CITY OF STOCKTON, CALIFORNIA
ENGINEERING AND TRAFFIC SURVEY

STREET NAME:	Carolyn Weston Blvd.	DIRECTION:	East/West	NO. LANES:	4
FROM:	Downing Ave.	LENGTH:	2.21 Miles	WIDTH:	58
TO:	South Terminus	BIKE LANES:	Y	MEDIAN:	Y
Roadway Classification:	Major Collector	POSTED SPEED LIMIT:	40		
(per FHWA 08/2011)		REVISED SPEED LIMIT:	40		

PREVAILING SPEED DATA:

85TH PERCENTILE:	43	10 MPH PACE:	35-44	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	39			PERCENT IN PACE:	85%
DATE OF SURVEY:	31-Jan-13			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

LOCATION:	Btwn Manthey Rd and McDougald Blvd		
AVG DAILY VOLUME:	21,282	DATES OF COUNTS:	30-Jan-13

COLLISION HISTORY:

PERIOD:	1-Dec-10	TO	30-Nov-12	STATEWIDE AVERAGE COLLISION RATE*:	0.59
TOTAL NO.	7			ACTUAL COLLISION RATE:	0.20

ROADSIDE FACTORS:

Curb, continuous sidewalks, bike lane, no on-street parking. Nearby schools: George Y. Komure Elementary School and August Knodt Jf School. Nearby facilites: Shopping center.

OTHER FACTORS:

N/A

"I CERTIFY THIS IS A TRUE AND CORRECT COPY FILED IN THE CITY OF STOCKTON PUBLIC WORKS DEPARTMENT"

Traffic Engineer 3/6/14 Date

RECOMMENDATIONS:

The observed 85th percentile speed is 43 MPH. The 10 MPH Pace Speed is between 35-44 MPH. The 50th percentile speed is 39 MPH. A review of study data, field observations, proximity to schools and shopping centers, bicycle activity, engineering judgment and guidelines set forth in the CaMUTCD, it is recommended that the appropriate speed limit for this segment of Carolyn Weston Blvd remain at 40 MPH in both directions. These factors contribute to conditions not readily apparent to the driver. This is within the 10 MPH Pace Speed, and represents no change from the previous posted speed limit.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of Stockton was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code 627 and the California Manual on Uniform Traffic Control Devices. I am duly registered in the State of California as a Professional Engineer.

REGISTERED PROFESSIONAL ENGINEER
DAVID C. MAHAMA
C69964
EXP. 9/30/14
CIVIL
STATE OF CALIFORNIA

01-02-14 CA PE C69964

David Mahama Date State Registration No.

* = SOURCE: DEPARTMENT OF CALIFORNIA, 2010 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

DKS Associates, 2013

City of Stockton
Engineering and Traffic Survey
Summary

Street: WILLIAM MOSS BOULEVARD
Limits: WEST TERMINUS
MANTHEY ROAD

Field Observer GARY REDEKER
Checked By: K.BAYDOUN
Date: 4/13/2004

Factors Direction: East/West

A. Prevailing Speed Data

Location of Survey	WILLAM MOSS BLVD
85th Percentile	38.6
10 mph Pace	29 - 38
Percent in Pace	59.8%
Posted Speed Limit	30

"I CERTIFY THIS IS A TRUE AND CORRECT COPY FILED IN THE CITY OF STOCKTON PUBLIC WORKS DEPARTMENT"
Traffic Engineer 3/26/07 Date

B. Collision History

Date Range Covered	3/31/2001	To	3/25/2004	(3 YRS)
Total Collisions	2			
Collision Rate (Acc/MVM)	0.188			
Expected Collision Rate	1.98			

C. Traffic Factors

Average Daily Traffic	5000
Length of Segment	10323
Lane Configuration	Single Lane Each Direction
Street Classifaction	Collector

D. Conditions Not Readily Apparent

Conditions: SCHOOL ZONE

Roadway Geometrics: Horizontal Curve

Comments: THE 85TH PERCENTILE SPEED SUPPORTS A SPEED LIMIT OF 35 MPH. THE SPEED LIMIT IS LOWERED AN ADDITIONAL 5 MPH PER CVC SECTION 627 TO COMPENSATE FOR THE ELEMENTARY SCHOOL, PEDESTRIANS, AND SINGLE-FAMILY HOMES ON BOTH SIDES OF THE STREET, UPHOLDING THE POSTED SPEED LIMIT OF 30 MPH.

E. Adjacent Land Use Single Family Residential

Posted Speed Limit	30
Speed Limit Change?	No
Revised Speed Limit	

Pursuant to CVC 40802, this speed survey has been evaluated and found to be valid for 10 years from the original date of survey. Approved by: [signature] Date: 8/21/2012

Approved and Authorized for release by City of Stockton Traffic Engineering Department:

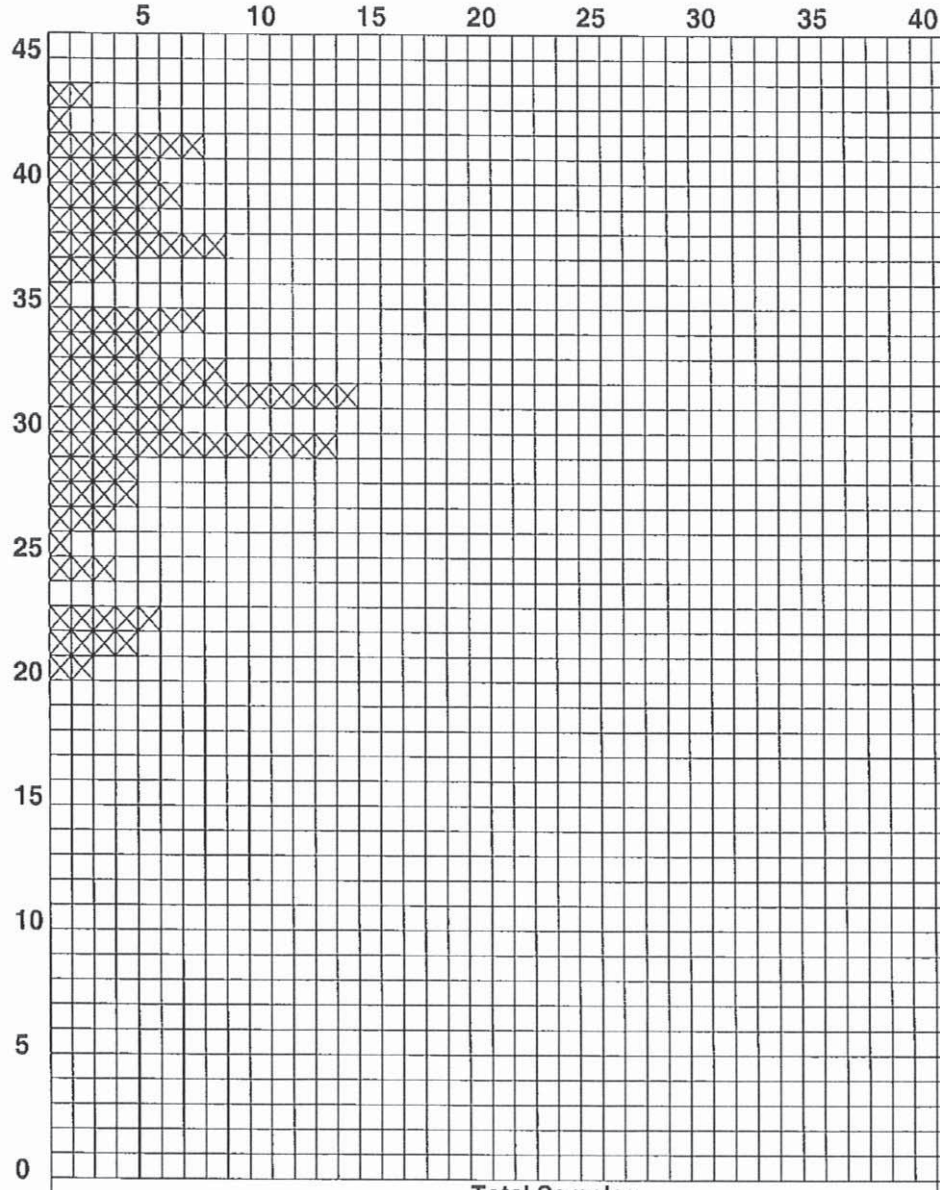
Date Loc. #

City of Stockton
Traffic Engineering Department

Street Name: WILLIAM MOSS BOULEVARD
Limits: WEST TERMINUS to MANTHEY ROAD

Radar Survey Sheet

X=East/West



#	%ea	cum.%
2	1.7%	100%
1	0.9%	98.3%
7	6.0%	97.4%
5	4.3%	91.5%
6	5.1%	87.2%
5	4.3%	82.1%
8	6.8%	77.8%
3	2.6%	70.9%
1	0.9%	68.4%
7	6.0%	67.5%
5	4.3%	61.5%
8	6.8%	57.3%
14	12.0%	50.4%
6	5.1%	38.5%
13	11.1%	33.3%
4	3.4%	22.2%
4	3.4%	18.8%
3	2.6%	15.4%
1	0.9%	12.8%
3	2.6%	12.0%
5	4.3%	9.4%
4	3.4%	5.1%
2	1.7%	1.7%
Total Samples		117

85th Percentile Speed:	38.6
50th Percentile Speed:	31.0
15th Percentile Speed:	25.9
10 MPH Pace:	29- 38
Number in Pace:	70
Percent in Pace:	59.8%

Date of Survey:	4/13/2004	Start Time:	10:51
Weather:	Clear	End Time:	11:36
Road Condition:		Posted Speed:	30
Street Class.:	Collector	Observer:	GARY REDEK
Conditions not Apparent:	SCHOOL ZONE		

City of Stockton
Engineering and Traffic Survey
Summary

NEW

Street: HENRY LONG BOULEVARD
Limits: CAROLYN WESTON BOULEVARD
MCDOUGALD BOULEVARD

Field Observer G.REDEKER
Checked By: K.BAYDOUN
Date: 8/27/2004

Factors	Direction: East/West
A. Prevailing Speed Data	
Location of Survey	HENRY LONG BOULEVARD
85th Percentile	37.4
10 mph Pace	29 - 38
Percent in Pace	73.0%
Posted Speed Limit	
B. Collision History	
Date Range Covered	8/17/2001 To 8/17/2004 (3 YRS)
Total Collisions	5
Collision Rate (Acc/MVM)	0.806
Expected Collision Rate	1.98
C. Traffic Factors	
Average Daily Traffic	4000
Length of Segment	7460
Lane Configuration	Single Lane Each Direction
Street Classifaction	Local
D. Conditions Not Readily Apparent	
Conditions	SCHOOL / PARK ZONE
Roadway Geometrics	Horizontal Curve NO POSTED SPEED
Comments	THE 85TH PERCENTILE SPEED SUPPORTS A SPEED LIMIT OF 35 MPH. DUE TO PARKING, MULTIPLE DRIVEWAYS, SCHOOLS, AND RESIDENTIAL FRONTAGES ON BOTH SIDES OF THE STREET, PROMOTING PEDESTRIAN AND BICYCLE ACTIVITES AND PROMTING CHILDREN TO DART BETWEEN PARKED VECHILES, THE SPEED LIMIT IS LOWERED ADDITIONAL 5 MPH.
E. Adjacent Land Use	Single Family Residential
Posted Speed Limit	
Speed Limit Change?	Yes
Revised Speed Limit	30

"I CERTIFY THIS IS A TRUE AND CORRECT COPY FILED IN THE CITY OF STOCKTON PUBLIC WORKS DEPARTMENT"
Traffic Engineer 4/4/06 Date

Pursuant to CVC 40802, this speed survey has been evaluated and found to be valid for 10 years from the original date of survey. Approved by:
Date: 8/21/2012

Approved and Authorized for release by City of Stockton Traffic Engineering Department:

Date

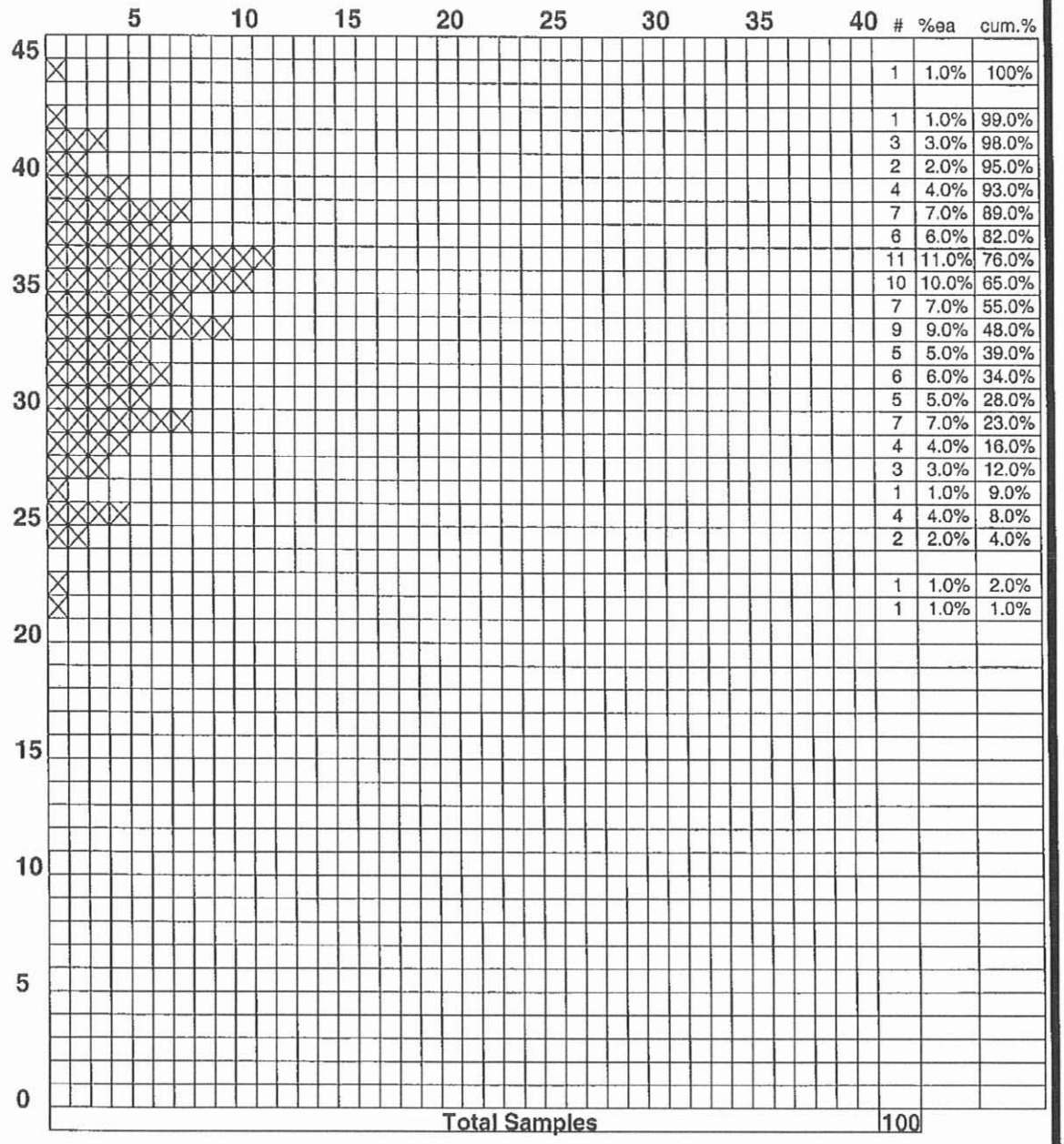
Loc. #

City of Stockton
Traffic Engineering Department

Street Name: HENRY LONG BOULEVARD
Limits: CAROLYN WESTON BOULEVARD to MCDOUGALD BOULEVARD

Radar Survey Sheet

X=East/West



#	%ea	cum.%
1	1.0%	100%
1	1.0%	99.0%
3	3.0%	98.0%
2	2.0%	95.0%
4	4.0%	93.0%
7	7.0%	89.0%
6	6.0%	82.0%
11	11.0%	76.0%
10	10.0%	65.0%
7	7.0%	55.0%
9	9.0%	48.0%
5	5.0%	39.0%
6	6.0%	34.0%
5	5.0%	28.0%
7	7.0%	23.0%
4	4.0%	16.0%
3	3.0%	12.0%
1	1.0%	9.0%
4	4.0%	8.0%
2	2.0%	4.0%
1	1.0%	2.0%
1	1.0%	1.0%
Total Samples	100	

85th Percentile Speed:	37.4
50th Percentile Speed:	33.3
15th Percentile Speed:	27.8
10 MPH Pace:	29- 38
Number in Pace:	73
Percent in Pace:	73.0%

Date of Survey:	8/27/2004	Start Time:	10:20
Weather:	Clear	End Time:	11:58
Road Condition:	good	Posted Speed:	
Street Class.:	Local	Observer:	G.REDEKER
Conditions not Apparent:	SCHOOL / PARK ZONE		

City of Stockton
Engineering and Traffic Survey
Summary

NEW

Street: E W S WOODS BOULEVARD
Limits: CAROLYN WESTON BOULEVARD
FRENCH CAMP ROAD

Field Observer K.MIKAWA
Checked By: K.BAYDOUN
Date: 2/5/2003

Factors Direction: North/South

A. Prevailing Speed Data

Location of Survey	E W S WOODS
85th Percentile	35.1
10 mph Pace	25 - 34
Percent in Pace	68.5%
Posted Speed Limit	

"I CERTIFY THIS IS A TRUE AND CORRECT COPY FILED IN THE CITY OF STOCKTON PUBLIC WORKS DEPARTMENT."

Traffic Engineer 4/4/06 Date

B. Collision History

Date Range Covered	7/29/2001	To	7/29/2004	(	3 YRS)
Total Collisions	1				
Collision Rate (Acc/MVM)	0.287				
Expected Collision Rate	1.98				

C. Traffic Factors

Average Daily Traffic	3180
Length of Segment	5277
Lane Configuration	2 Lanes with Left Turn Channelization
Street Classifaction	Collector

D. Conditions Not Readily Apparent

Conditions Profile Conditions

Roadway Geometrics

Comments THE SPEED LIMIT IS SET AT 30 MPH TO COMPENSATE FOR THE SCHOOL ZONE, PEDESTRIAN ACTIVITIES, SINGLE-FAMILY RESIDENTIAL FRONTAGES, AND BIKE LANES ON BOTH SIDES OF THE STREET.

E. Adjacent Land Use Single Family Residential

Posted Speed Limit	
Speed Limit Change?	Yes
Revised Speed Limit	30

Pursuant to CVC 40802, this speed survey has been evaluated and found to be valid for 10 years from the original date of survey. Approved by: Date: 8/2/2012

Approved and Authorized for release by City of Stockton Traffic Engineering Department:

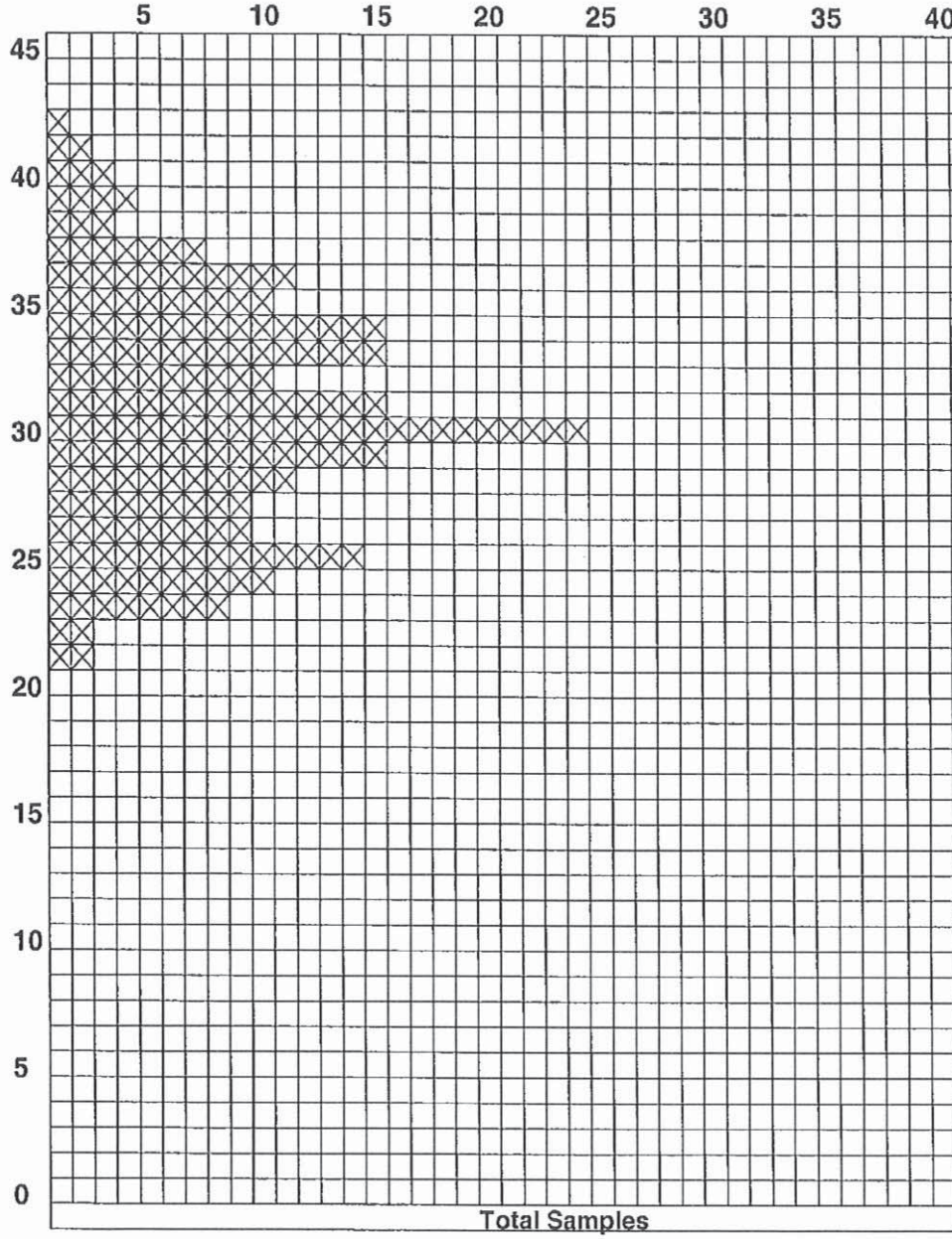
Date Loc. #

City of Stockton
Traffic Engineering Department

Street Name: E W S WOODS BOULEVARD
Limits: CAROLYN WESTON BOULEVARD to FRENCH CAMP ROAD

Radar Survey Sheet

X=North/South



#	%ea	cum.%
1	0.5%	100%
2	1.0%	99.5%
3	1.5%	98.5%
4	2.0%	97.0%
3	1.5%	95.0%
7	3.5%	93.5%
11	5.5%	90.0%
10	5.0%	84.5%
15	7.5%	79.5%
15	7.5%	72.0%
10	5.0%	64.5%
15	7.5%	59.5%
24	12.0%	52.0%
15	7.5%	40.0%
11	5.5%	32.5%
9	4.5%	27.0%
9	4.5%	22.5%
14	7.0%	18.0%
10	5.0%	11.0%
8	4.0%	6.0%
2	1.0%	2.0%
2	1.0%	1.0%
Total Samples		200

85th Percentile Speed:	35.1
50th Percentile Speed:	29.8
15th Percentile Speed:	24.6
10 MPH Pace:	25- 34
Number in Pace:	137
Percent in Pace:	68.5%

Date of Survey:	2/5/2003	Start Time:	13:00
Weather:	Clear	End Time:	14:40
Road Condition:	Good	Posted Speed:	
Street Class.:	Collector	Observer:	K.MIKAWA
Conditions not Apparent:	Profile Conditions		

MUSD
French Camp Lathrop Manteca Weston Ranch
Manteca Unified School District
Jason Messer, District Superintendent

May 2, 2014

Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

On behalf of Manteca Unified School District, I am pleased to support the City of Stockton's grant application to the State of California Active Transportation Program (ATP) for the improvement of the San Joaquin Trail project. The trail is a great public resource for the Weston Ranch subdivision, and a recreation facility for south Stockton, but it has not yet been put to its full potential use. The trail crosses the subdivision, providing safe pedestrian and bicycle access to George Komure Elementary, August Knodt Elementary, Great Valley Elementary, Weston Ranch High School and New Vision High School. It also connects to the Weston Ranch Shopping Center and to the Weston Ranch Bike Path.

The trail is used and appreciated by residents and students, but the land along it is undeveloped in one major area. This project will improve five acres of land adjacent to the trail at William Moss Boulevard. It will install additional walkways, landscaping, and other amenities, which will make walking and cycling along this safe route to school more attractive. Our schools encourage walking and cycling and we look forward to having a more inviting route for our students to use.

The picnic and exercise facilities that the project will install will increase the usefulness of this public greenbelt. Besides providing a safe route to schools and shopping, the improved trail will help to reduce vehicle emissions, protect open space, and increase the community's quality of life. The community supports this open space with a Landscape Maintenance District, so improvements will be well maintained and appreciated. We strongly urge you to look favorably on this opportunity to fund improvements to the San Joaquin Trail Project.

Sincerely,

Jason Messer
Superintendent

P.O. Box 32
Manteca, CA 95336
2271 W Louise Avenue, Manteca, CA 95336

Phone (209) 825-3200
Fax (209) 858-7570
www.mantecausd.net

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
City of Stockton – Public Works Department
22 E. Weber Avenue
Stockton, CA 95202

To whom it may concern,

On behalf of the Board of Directors of the San Joaquin Bike Coalition (SJBC), I wish to express my support to the City of Stockton for funding applications to California's Active Transportation Program. The potential for effective transportation alternatives such as transit, biking and walking within Stockton is great and SJBC looks forward to being an active participant in the ATP planning process.

The SJBC particularly supports projects like the Bicycle Master Plan Update which would bring an outdated and now mostly irrelevant plan into modernity, allowing for more aggressive, achievable and effective outcomes. The need for a plan update is compounded by the fact that its current stated goals do not align with other local and regional plans (e.g. the Regional Transportation and Climate Action plans).

Other projects – like installing push button detections at selected bicycle routes, installing additional designated bicycle lanes and an update of the city's current major Class 1 bicycle route – would enhance the current bicycling experience within Stockton and encourage those who "would ride, but … " to feel safer when choosing a bicycle as a means of real transportation.

Current streets, especially those toward the north of the city, lack adequate signal timing to accommodate cyclists. By improving the Calaveras River Bike Trail, a Class 1 designated route, the city would be taking a step toward creating a focal recreational attraction for Stockton. While many people utilize the route it has been allowed to deteriorate for years. Investment in this particular route would realize the true potential a waterside trail should have in any community as a local attraction.

We at SJBC appreciate the work you've put in to provide healthy, sustainable transportation alternatives to cities throughout California. Please feel free to contact me should you require more information or clarification in SJBC's support of these proposed projects.

Sincerely,

Kristine Williams
Executive Director
San Joaquin Bike Coalition

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)
www.sjcog.org

Jeff Laugero
CHAIR
Steve Dresser
VICE CHAIR
Andrew T Chesley
EXECUTIVE DIRECTOR
Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

CITY OF STOCKTON ACTIVE TRANSPORTATION GRANT APPLICATIONS

I am writing to urge your consideration of the City of Stockton's grant applications to secure Active Transportation Program (ATP) funding.

City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 20 projects shown in the attached list.

The proposed projects represent a broad spectrum of projects to benefit active transportation users that meet the goals of the ATP to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, contribute to greenhouse gas reduction goals, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

The projects identified will directly support implementation of SJCOG's 2014 Regional Transportation Plan (RTP). The initial draft plan has undergone a 55-day public review period and will be considered for adoption by the SJCOG Board in June 2014. This is the first RTP to include a Sustainable Communities Strategy (SCS) – aligning sustainability goals with transportation investments strategies that seeks to facilitate/encourage infill development, emphasize a true multi-modal approach, and provide increased funding for active transportation improvements.

The San Joaquin Council of Governments encourages positive consideration of the proposed ATP projects as an important step in advancing sustainable planning in the San Joaquin County region and enhancing the quality of life for all residents of San Joaquin County.

Sincerely,

Diane Nguyen
Deputy Director, Planning, Programming & Project Delivery
San Joaquin Council of Governments

Attachment

SAN JOAQUIN COUNTY
Public Health Services
Healthy Future

P.O. Box 2009 • 1601 East Hazelton Ave. • Stockton, CA 95201-2009
phone (209) 468.3411 • fax (209) 468.3823. • www.sjcphs.org

May 8, 2014

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and
Special Programs
1120 N Street
Sacramento, CA 95814

Letter of Support: City of Stockton - Active Transportation Program (ATP) Funding

Dear Ms. McWilliam:

San Joaquin County Public Health Services (PHS) is very pleased to be able to submit this Letter of Support for the City of Stockton's proposed ATP projects. This slate of infrastructure and non-infrastructure projects addresses high priority concerns voiced by both professionals and our residents. They represent a broad spectrum of strategies designed to increase mode share for Active Transportation. By creating safer, more walkable and bikeable communities, the projects will provide opportunities for everyday physical activity – a critical and effective public health intervention to address the obesity epidemic. Also, with more Stocktonians out and about, the improvements will help to address personal safety issues (i.e., violence prevention), support reductions in greenhouse gas emissions, and lend to the vibrancy of city life. It is of special interest that the projects will also fix dangerous conditions in disadvantaged neighborhoods in the City. Safe streets here are critically important since twice as many low-income children walk or bike to school than affluent children and 65 percent of families below the poverty line do not even own a car.

PHS participated in several initial discussions with the City's Public Works Department and was an active member of Public Works' Safe Routes to School (SRTS) Committee that created the potential list of school-centered project sites. We have a strong track record in community engagement and are committed to helping the City of Stockton mobilize neighborhood residents to ensure that their voices are heard as planning for the new projects unfolds. PHS also looks forward to collaborating with the City of Stockton on its proposed SRTS Plan and in working to enhance and expand existing SRTS educational programs.

We urge CALTRANS to consider the City of Stockton's proposed slate of Active Transportation projects.

Sincerely,

William J. Mitchell, MPH, Director
San Joaquin County Public Health Services

SAN JOAQUIN COUNTY
HISPANIC
CHAMBER of COMMERCE

Executive Committee

James Jimenez/President
Community Bank of San Joaquin

Sylvester Aguilar
President- Elect
Bank of the West

Bob Gutierrez/Secretary
Food 4 Less/ Rancho San Miguel

Lisa Blanco Jimenez
Treasurer
Law office of Neumiller & Beardslee

Jonise Oliva/Past- President
Deck the Walls

Board of Directors

Eddie Lira
JP Morgan Chase Bank

John Freeman
California Water Service

Zenet Negron
Socially Now

Henry Peralta
Stockton Auto Glass

Mark Plovnick
University of the Pacific

Armando Salgado
Ambit Energy

Thom Sanchez
Waste Management

Andrew Mendoza, MPA
Kaiser Permanente

Mario Eguiluz (Ex Officio)
Comerciantes Unidos

Chief Executive Officer
Brenna Butler Garcia

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

LETTER OF SUPPORT – CITY OF STOCKTON ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT APPLICATIONS

Please accept this letter in support of the City of Stockton's applications for funding through the California Active Transportation Program (ATP).

The City has given thoughtful consideration to the selection of projects that they believe will further the goals of the ATP to increase bicycling, walking and accessibility for all its residents and visitors. In collaboration with its Safe Routes to School committee, San Joaquin Council of Governments, and other City departmental staff, the City of Stockton Public Works Department presents its projects to you for funding consideration.

Improved safety and mobility of non-motorized users contributes to an increase in active modes of transportation such as biking and walking, reduces greenhouse gases, enhances overall public health, and ensures that disadvantaged communities fully share in the benefits that our great community has to offer. All of the City's proposed projects will benefit the entire community.

The San Joaquin County Hispanic Chamber of Commerce values this opportunity to support the City of Stockton's efforts to obtain critical funding to develop projects that will encourage lifestyle and neighborhood enhancement and bring workforce development opportunities to our constituency.

Thank you for your consideration of the City of Stockton's ATP projects. We are eager to see these community biking and walking projects in action!

Warm Regards,

Brenna Butler Garcia

CEO

7500 West Lane, Suite 111, Stockton, CA 95210 ~ Phone 209-943-6117 ~ Fax 209-943-0114
www.sjchispanicchamber.com

Greater Stockton Chamber of Commerce

May 09, 2014

ATHENA

bea Business Education Alliance

Green Team San Joaquin

LEADERSHIP STOCKTON

PORTCALL

REACON Recycling Energy Air Conservation

RECYCLING MARKET DEVELOPMENT ZONE

SCAP Stockton Chamber Apprenticeship Program

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202-2317

As CEO of the 113 Year-strong Greater Stockton Chamber of Commerce, I am pleased to offer my support to the City of Stockton for funding applications to the California Active Transportation Program (ATP).

These projects of great need to our city were each selected with the purpose of increasing safety, mobility and desire to use non-motorized transportation. By calming vehicular traffic, identifying corridors and barriers for bicycle and pedestrian paths, making bridges accessible, increasing bicyclist and pedestrian visibility while crossing roads, and installing improvements to generally make our community more bicycle and pedestrian friendly and accessible to all our residents, the entire community benefits from better health through increased alternate modes of transportation and reduced air pollution.

Additionally, with continued reductions in State and federal funding for transportation and safety projects, local governments need access to alternative forms of transportation funding. The competitive grants such as those offered through the ATP, will help to transform communities into safer and healthier places to live, work and play.

We appreciate your efforts to provide alternate modes of transportation to California communities by funding projects such as these proposed by the City of Stockton. Please feel free to contact me if further information is needed in support of these very worthwhile projects.

Sincerely,

Douglass W. Wilhoit, Jr.
CEO

445 West Weber Avenue, Suite 220 ▪ Stockton, CA 95203 ▪ t 209.547.2770 ▪ f 209.466.5271 ▪ www.stocktonchamber.org

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0013
(916) 319-2013
FAX (916) 319-2113

DISTRICT OFFICE
31 EAST CHANNEL STREET, SUITE 306
STOCKTON, CA 95202
(209) 948-7479
FAX (209) 465-5058

Assembly
California Legislature

SUSAN TALAMANTES EGGMAN, PH.D.
ASSEMBLYMEMBER, THIRTEENTH DISTRICT

COMMITTEES
CHAIR: AGRICULTURE
APPROPRIATIONS
BUSINESS, PROFESSIONS AND CONSUMER PROTECTION
VETERANS AFFAIRS

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

RE: CITY OF STOCKTON ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS

I am writing to urge your consideration of the City of Stockton's grant applications to secure Active Transportation Program (ATP) funding.

City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 20 projects shown in the attached list.

The proposed projects represent a broad spectrum of projects to benefit active transportation users that meet the goals of the ATP to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, contribute to greenhouse gas reduction goals, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

As an advocate for smart growth and clean air – and as a former member of the Stockton City Council, I know all too well the need for safety and sustainability projects in Stockton that encourage non-motorized modes of transportation. All of these proposed projects will directly or indirectly benefit disadvantaged communities as well as all residents and businesses in our community.

I respectfully urge your favorable consideration of this request. If you have any questions, please contact me at (916) 319-2013.

Sincerely,

SUSAN TALAMANTES EGGMAN
Assemblymember, 13th District

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STATE CAPITOL
ROOM 2059
SACRAMENTO, CA 95814
TEL (916) 651-4005
FAX (916) 651-4905

STOCKTON DISTRICT OFFICE
31 EAST CHANNEL STREET
SUITE 440
STOCKTON, CA 95202
TEL (209) 948-7930
FAX (209) 948-7993

California State Senate

SENATOR
CATHLEEN GALGIANI
FIFTH SENATE DISTRICT

STANDING COMMITTEES

AGRICULTURE
CHAIR

BUSINESS, PROFESSIONS & ECONOMIC DEVELOPMENT

GOVERNMENTAL ORGANIZATION

TRANSPORTATION & HOUSING

May 12, 2014

Grant Selection Committee
Active Transportation Grant Program
c/o Gordon A. MacKay, Director
City of Stockton Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA 95202

LETTER OF SUPPORT – CITY OF STOCKTON ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS

I am writing to urge your consideration of the City of Stockton's grant applications to secure Active Transportation Program (ATP) funding.

City of Stockton Public Works staff identified and reviewed candidate projects for ATP funding consideration in consultation with the City's Safe Routes to School Committee, including representatives from the four School Districts within the City of Stockton, the Community Development Department, the Economic Development Department/Housing Division, and representatives from the San Joaquin Council of Governments. As a result of the meetings, City staff are submitting applications for funding consideration under the ATP for the 20 projects shown in the attached list.

The proposed projects represent a broad spectrum of projects to benefit active transportation users that meet the goals of the ATP to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, contribute to greenhouse gas reduction goals, enhance public health, and ensure that disadvantaged communities fully share in the benefits of the program.

As an active member of the California Senate Committee on Transportation and Housing, I know all too well the need for safety and sustainability projects in Stockton that encourage non-motorized modes of transportation. All of these proposed projects will directly or indirectly benefit disadvantaged communities as well as all residents and businesses in our community.

I respectfully urge your favorable consideration of this request. If you have any questions, please contact me at (916) 651-4005.

Sincerely,

Cathleen Galgiani

Cathleen Galgiani
State Senator, 5th District

Jodi Almassy - RE: ATP Projects - City of Stockton

From: Nicholas Mueller <nmueller@sjcoe.net>
To: Jodi Almassy <Jodi.Almassy@stocktongov.com>
Date: 5/12/2014 11:43 AM
Subject: RE: ATP Projects - City of Stockton

No problem I will review again this week, I am on a tight deadline with another project but as stated below the two I mentioned are the ones SJRCC would like to partner on with the city.

Thanks,
Nick

From: Jodi Almassy [mailto:Jodi.Almassy@stocktongov.com]
Sent: Monday, May 12, 2014 8:07 AM
To: Nicholas Mueller
Subject: Re: ATP Projects

Nick: Yes, we are going to hand deliver to Sacramento that day. We'd like to be able to insert the Corps' responses a couple days prior if possible. Thanks - jA

>>> Nicholas Mueller <nmueller@sjcoe.net> 5/7/2014 8:46 AM >>>
Jodi,
After initial review SJRCC would only be able to participate in 2 of the 20 projects listed on your matrix. Project number 3, San Joaquin Trail and project number 4 March Lane/EBMUD phase 2 projects. I will review again and let you know. You have in till May 21 to turn this in correct?

Nick

Jodi Almassy - FW: ATP Cycle 1 Grant Applications - City of Stockton

From: "Clark, Virginia@CCC" <Virginia.Clark@CCC.CA.GOV>
To: "'Jodi.Almassy@stocktongov.com'" <Jodi.Almassy@stocktongov.com>
Date: 5/14/2014 11:43 AM
Subject: FW: ATP Cycle 1 Grant Applications - City of Stockton
CC: "calocalcorps@gmail.com" <calocalcorps@gmail.com>, "Garcia, Ray@CCC" <Ray.Garcia@CCC.CA.GOV>, "Mijares, Marie@CCC" <Marie.Mijares@CCC.CA.GOV>

Jodi

The CCC Stockton is interested in participating in 3 of your 20 ATP projects:

#3 San Joaquin Trail

#4 March Lane/EBMUD Bicycle & Pedestrian Trail Green scape Phase 2

#17 Calaveras River Bike Path Rehabilitation

Virginia Clark
Region Deputy, Region 1

California Conservation Corps
(916) 341-3147
fx(877) 834-4177
virginia.clark@ccc.ca.gov

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL
Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps
Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program