# *FINAL*

## City of Stockton Bicycle Master Plan

***November 2007***



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## TABLE OF CONTENTS

## LIST OF FIGURES



## LIST OF TABLES

# EXECUTIVE SUMMARY

In early 2004, the City of Stockton began a project to update the City's Bicycle Facilities Master Plan, herein referred to as the "Bikeway Plan." The purpose of the update was to improve the existing plan (written in 1994, adopted in 1995, updated in 1999, and amended in 2001 and 2003; herein referred to as the "1994 Bikeway Plan") and ensure consistency with the new citywide General Plan by updating the recommended bikeway network and strengthening recommendations pertaining to safety, transit, bicycle parking, education, and enforcement. An additional goal for this update was to ensure that the Bikeway Plan complies with the ***California Streets and Highways Code***, which is a requirement to compete for funds in the State Bicycle Transportation Account.

This document is the product of the City's Bikeway Plan Update. It is intended as a conceptual guide for the City's planners and engineers, as well as members of the public. Individual projects may differ somewhat from the plan's general recommendations, but the primary alignments and policy recommendations should be implemented to the greatest degree possible.

This update included a public meeting as well as meetings with City staff, the General Plan Advisory Team, and representatives of the Stockton Bicycle Club.

Stockton can implement portions of the Bikeway Plan through public and private development projects, City program implementation, development of new roadway and transit facilities, and scheduled roadway maintenance. The major goals of the Bikeway Plan are to:

1. **Provide a safe, comfortable and convenient bicycling environment in the City of Stockton.** This will be accomplished by developing a bicycle network that improves bicycle access and mobility throughout the City, by implementing bicycle support facilities such as bike parking and showers, by maintaining existing facilities, by enforcing laws related to bicyclist and motorist travel, and by educating the public on how to bicycle safely.

2. **Double the number of bicycle commuters by 2021.** According to the 2000 Census, less than 1 percent of workers (approximately 700) utilize bicycles as their primary mode of transportation to work in the City of Stockton; however, 13 percent of commuters estimated their travel time to work as ten minutes or less. This indicates that many Stockton residents work within a distance from their homes that may be easily accessible by bicycle. Achievements from goal #1 should translate into increased bicycle usage throughout the City.

The following two sets of benchmarks will help achieve the overall goal for bicycle usage and measure top-down support for the Plan. Critical to encouraging expanded bicycle usage is to provide a complete and comprehensive bicycle network. Therefore, the first benchmark relates to network completion:

- Complete 35% of the unbuilt Recommended Bikeway network on existing City facilities by 2016; 65% by 2026; and 95% by 2035

While the overall goal of this Bikeway Plan is to expand bicycle usage in Stockton, ensuring the safety of cyclists is a crucial element of the Plan. Therefore, the second set of benchmarks relates to bicycle safety:

- By 2021, reduce both the number of bicycle-motor vehicle collisions and the collision rate (which accounts for increasing bicycle use) by 50%.

- By 2021, ensure that all public K-12 schools have implemented Safe Routes to School programs (either adopting a map or implementing specific improvements where appropriate).

The existing Class I, II, and III bicycle facilities in the City of Stockton are described in this document. The current system is discontinuous and incomplete. As part of earlier bicycle planning efforts, a questionnaire was developed to learn more about bicycle ridership and bicycling needs in the City of Stockton. The results of the questionnaire identified the major bicycle commute streets as Pacific Avenue, Pershing Avenue, Alpine Avenue, El Dorado Street, Hammer Lane and March Lane, and the major recreational bicycle streets as March Lane, Thornton Road, Eight Mile Road, Benjamin Holt Drive, Davis Road, Hammer Lane, and Pershing Avenue. In general, the bicycle community in Stockton is concerned about the lack of continuous bicycle facilities, lack of consistent maintenance programs for existing streets and paths, and safety.

The future bikeway network included in this plan was updated to be consistent with the new General Plan and an updated current facilities map. A total of 304 new miles of Class I, Class II, and Class III facilities are recommended. This includes 70 miles of Class I bicycle paths, 67 miles of Class II bicycle lanes, and 167 miles of Class III bicycle routes added to the existing network at full build-out of the plan. The total cost, excluding real estate costs, would be $48,311,000 for Class I facilities, $6,573,000 for Class II facilities, and $836,000 for Class III facilities. This includes the cost of several pedestrian-bicycle bridges.

# CHAPTER 1: INTRODUCTION

## BACKGROUND

This Bikeway Plan updates the City of Stockton's existing Bikeway Plan (written in 1994, adopted in 1995, updated in 1999, and amended in 2001 and 2003; herein referred to as the "1994 Bikeway Plan") and is consistent with the new General Plan update currently underway. The plan incorporates information from a number of sources such as the 1994 Stockton Bikeway Plans, the 1990 City of Stockton General Plan[1], Census 2000 Journey to Work Data, the 1994 San Joaquin County Bicycle Plan[2], and the Arterial Streets Improvement Project Alternatives Analysis[3], as well as information from the 1994 bicycle survey and more recent field reviews. The Bikeway Plan includes new development areas in the City of Stockton and increases the mileage of bicycle paths, routes, and lanes.

This Bikeway Plan was completed during the General Plan update process and reflects input from the public and City staff as well as the new policies identified in the General Plan relating to non-motorized travel. This Bikeway Plan is intended to meet Caltrans' requirements for bicycle plans. As part of the update, a public meeting was conducted on September 8, 2004 to gather input on current deficiencies in the City's bicycle network and recommendations for future bicycle-related policies and facilities. A Draft of the plan was posted on the City's website in August 2007 and also sent to members of the Stockton Bicycle Club in August 2007 for review and feedback. A meeting was held with a representative of the Bicycle Club in September, 2007. Comments received were incorporated into the Bikeway Plan.

## CONFORMANCE WITH FUNDING REQUIREMENTS

The ***Bicycle Master Plan*** conforms to the California Bicycle Transportation Act (BTA) and the Transportation Development Act (TDA), which allows the City to pursue grant funds for bicycle projects from these sources. The requirements of the BTA funding source are generally considered the most challenging, so satisfying the BTA will also expand the City's opportunities to pursue a variety of Federal and State funding sources. The TDA requires that the plan contain a list of prioritized projects approved by the City Council. These lists may be found in Chapter 6 and Appendix E.

1 City of Stockton, Stockton General Plan, 1990.

2 San Joaquin County Regional Bicycle Master Plan, 1994.

3 DKS Associates, City of Stockton Arterial Streets Improvement Project Alternatives Analysis, November 1992.

Table 1 summarizes the 11 elements required by the BTA and their relationship to the City of Stockton ***Bicycle Master Plan***.

**TABLE 1**
**RELATIONSHIP OF CALIFORNIA BICYCLE TRANSPORTATION ACT (1994)**
**TO THE CITY OF STOCKTON BIKEWAYS MASTER PLAN**

| California Bicycle Transportation Act (1994) | Bikeways Master Plan |
|---|---|
| a. Estimated number of existing and future bicycle commuters | Description in Chapter 1 and Chapter 3. |
| b. Map and description of existing and proposed land use and settlement patterns, including schools, shopping centers, public buildings, and employment centers | Description in Chapter 1.<br>Land uses shown on Figures 1 and 2. |
| c. Map and description of existing and proposed bikeways | Description of existing bikeways in Chapter 2.<br>Description of proposed facilities in Chapter 3.<br>Existing and proposed bikeways shown on Figure 6. |
| d. Map and description of existing and proposed bicycle parking facilities | Description in Chapter 4. Bicycle parking facilities shown on Figure 7. |
| e. Map and description of existing and proposed multi-modal connections | Description in Chapter 4. Multi-modal connections shown on Figure 7. |
| f. Map and description of existing and proposed facilities for changing and storing clothes and equipment | Description in Chapter 4. Support facilities shown on Figure 7. |
| g. Description of bicycle safety and education programs | Description in Chapter 5. |
| h. Description of citizen and community participation, including letters of support. | Description in Executive Summary and Chapter 1. |
| i. Description of consistency with transportation, air quality, and energy conservation plans, including incentives for bike commuting | Description in Chapter 2. |
| j. Description of proposed bicycle projects and implementation priority | Description of proposed facilities in Chapter 3 and Appendix C. Prioritization discussed in Chapter 6 and Appendix E. |
| k. Description of past expenditures and future financial needs for bicycle facilities | Description of past expenditures in Chapter 2.<br>Description of future financial needs in Chapter 6. |

## SETTING

The City of Stockton is located in central San Joaquin County near the northern end of the San Joaquin Valley. Stockton is the regional center of the county. The majority of the county's population is located within the city or on its unincorporated edges. State Route 99 runs north-south through the Stockton planning area on the east side, while Interstate 5 runs north-south through the western side of the planning area. The planning area encompassed by the new General Plan update extends from about 1.5 miles north of Eight Mile Road on the north to Roth Road on the south.

The City of Stockton, like many cities, is dependent on the automobile as the dominant form of transportation. According to the 2000 Census, less than 1 percent of workers (approximately 700) utilize bicycles as their primary mode of transportation to work in the City of Stockton; however, 13 percent of commuters estimated their travel time to work as ten minutes or less. This indicates that many Stockton residents work within a distance from their homes that may be easily accessible by bicycle. As shown in Table 2, Stockton has about the same or a slightly higher percentage of bicycle commuters than similar cities in the Central Valley. Stockton's bicycle commuting rate is more than twice the national average of 0.38%.

**TABLE 2**
**BICYCLE COMMUTING TO WORK**

| City | Percent Bicycle Commuters |
|---|---|
| Stockton | 0.79% |
| Fresno | 0.79% |
| Modesto | 0.75% |
| Bakersfield | 0.53% |
| | |
| National Average | 0.38% |

Source: 2000 Census

Bicycling could be an important travel mode in the City of Stockton given its flat terrain and favorable climate. However, there are significant barriers to bicycling 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 perceived as unsafe for bicyclists because of the lack of facilities, difficult street crossings, insufficient maintenance, and limited knowledge about safe bicycle riding from both the motorist's and bicyclist's perspective. Additionally, current land use patterns generally do not encourage the use of bicycles.

Figure 1 illustrates Stockton's land use and settlement patterns. The current City limits are outlined, and the land use patterns within the limits reflect existing conditions. The 2035 urban service boundary/sphere of influence is also shown. Land uses between this boundary and the current City limits reflect expected growth patterns.

As Figure 1 illustrates, residential uses are mainly concentrated in the northern half of Stockton, above the Stockton Channel, while industrial and institutional uses are concentrated in the south. The Downtown business district, including many government and commercial buildings, is located in the center, just east of the Stockton Channel. Access to and from the northern residential neighborhoods and the downtown core and southern employment centers is a key consideration of this plan.

The major employment corridors are located near the Stockton Metropolitan Airport (along Arch Road/Sperry Road and Airport Way), the Port of Stockton (west of I-5 along the Stockton Deep Water Channel), and downtown Stockton. Other employment centers include the University of the Pacific (between Pershing Avenue and Pacific Avenue at Alpine Avenue), San Joaquin Delta College (between Pershing Avenue and Pacific Avenue just north of March Lane), Cal State University Stanislaus-Stockton (between Park Street and Harding Way west of Airport Way), St. Joseph's Medical Center (just north of Cal State University Stanislaus-Stockton), and the San Joaquin General Hospital (just west of I-5 and north of Mathews Road).

Commercial corridors are found in the downtown and along many of the major arterials, such as March Lane, Pacific Avenue, and Hammer Lane. Civic uses are concentrated in downtown Stockton.

The City has a number of attractive destinations for bicyclists, such as schools, parks, employment centers, and shopping centers; these are shown on Figure 2.

The trail along the Calaveras River is a major recreational corridor for cyclists. Other waterways as well as local and regional parks have the potential to be common cycling locations.

Park and Ride lots also have the potential to attract bicyclists. By combining a transit trip with a bicycle trip, cyclists can extend the reach of potential destinations. There are currently seven free park and ride lots in the city at the following locations:

- Wal-Mart shopping center (on Hammer Lane near SR 99)
- Hammer Lane/I-5
- Benjamin Holt Drive/I-5
- Kelley Drive (Calvary First Church)
- Country Club Boulevard/ I-5

- Michigan Avenue/ I-5
- Waterloo Road/SR 99

Four of these lots (those at Hammer Lane/I-5, Kelley Drive/Calvary First Church, Country Club Boulevard/I-5, and Waterloo Road/SR 99) have bike parking. An additional park and ride lot is proposed at the Weston Ranch shopping center near French Camp Road and I-5.

**February 16, 2005**
**as amended***

City of Lodi
City of Lodi (Wastewater Treatment)
City of Lathrop
City of Manteca

## Legend

- 2035 USB/SOI
- City Limits
- Downtown
- Lathrop SOI
- Lodi SOI
- Manteca SOI
- New Interchange
- Transit Hub
- Multi Modal Corridor
- Bus Rapid Transit
- Habitat
- Waterways
- Existing Marina
- Proposed Marina
- Potential Regional Park
- Elementary School
- Middle School
- High School
- Proposed Elementary School
- Proposed Middle School
- Proposed High School

0 0.25 0.5 1 Miles

### Land Use Designations

- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Administrative Professional
- Industrial
- Institutional
- Parks and Recreation
- Open Space/Agriculture
- Mixed Use
- Village

**The proposed routes are shown for planning purposes only and are subject to change as more detailed studies area conducted.

Mintier & Associates
Matrix Design Group Inc. Integrated Design Solutions

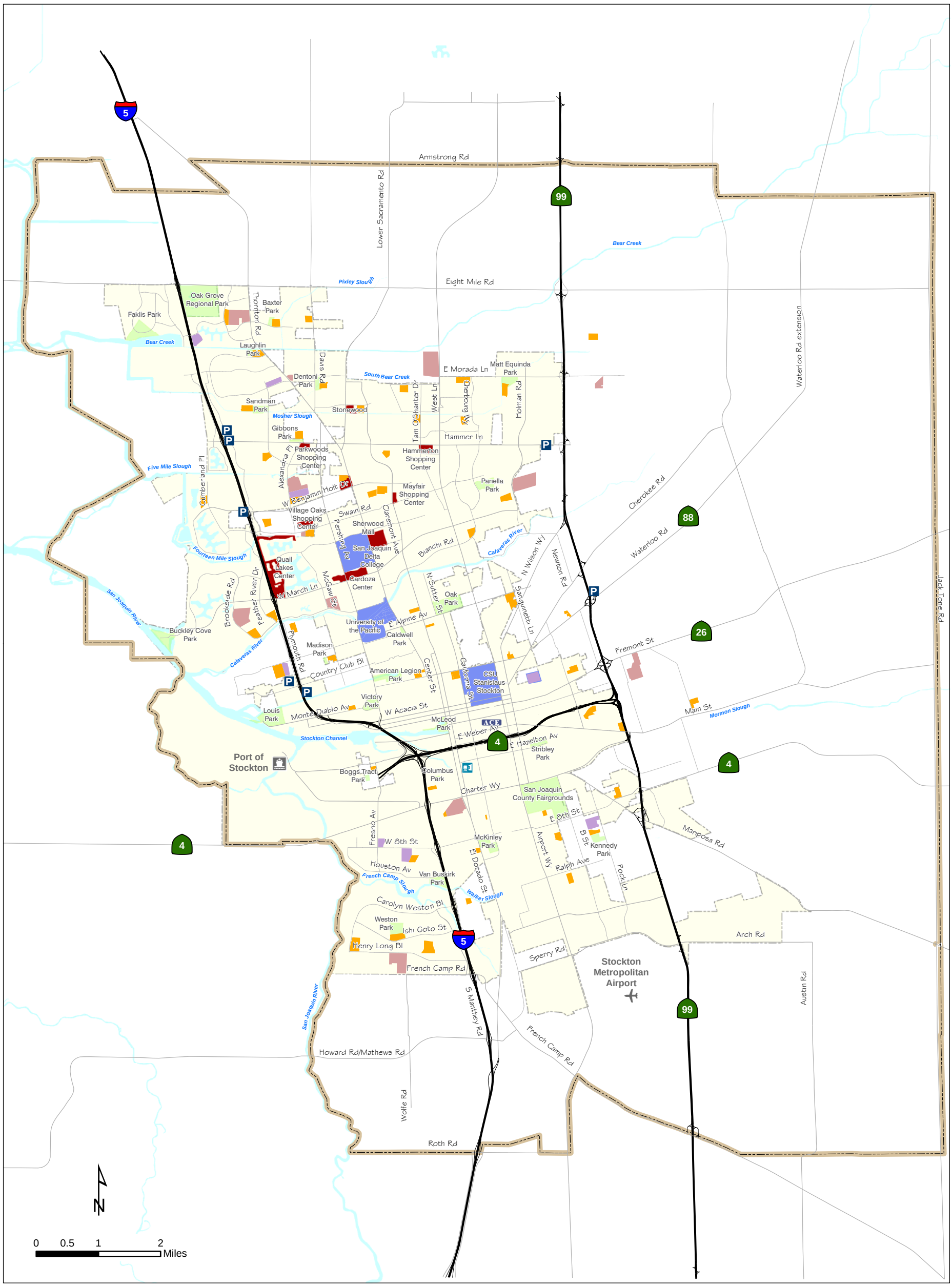
Static Copy Print Date: December 08, 2005

Note: Figure from the City of Stockton General Plan

# FIGURE 1 - EXISTING AND PLANNED LAND USE AND SETTLEMENT PATTERNS

CITY OF STOCKTON

*June 2007*




**LEGEND**

| | | |
|---|---|---|
| Park and Ride | Elementary School | Park |
| ACE Station | Middle/Jr. High School | Shopping Center |
| Amtrak Station | High School | Water |
| Plan Boundary | College/University | City Limits |

# FIGURE 2 - BICYCLE TRIP ATTRACTORS

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*July 2007*

# CHAPTER 2: EXISTING CONDITIONS

This chapter includes a map of existing bikeways and a description of bikeway classifications, a summary of past and current expenditures on bicycle facilities, and a description of existing policies related to bicycling.

## DESCRIPTION OF EXISTING BIKEWAYS

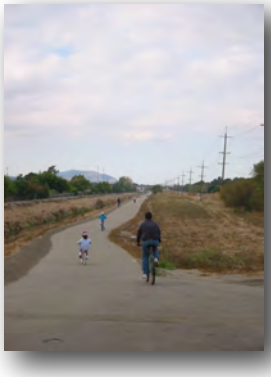
There are currently three basic types of bikeways in Stockton:

***Class I Bicycle Path:*** Provides for bicycle travel on a paved right-of-way separated from a street or highway. Bike paths are often located along waterfronts, railroad rights-of-way (active and abandoned), parks, or stream or river channels.

***Class II Bicycle Lane:*** Provides dedicated on-street space for bicyclists (usually to the right of travel lanes) delineated by a white stripe, signs and pavement markings.

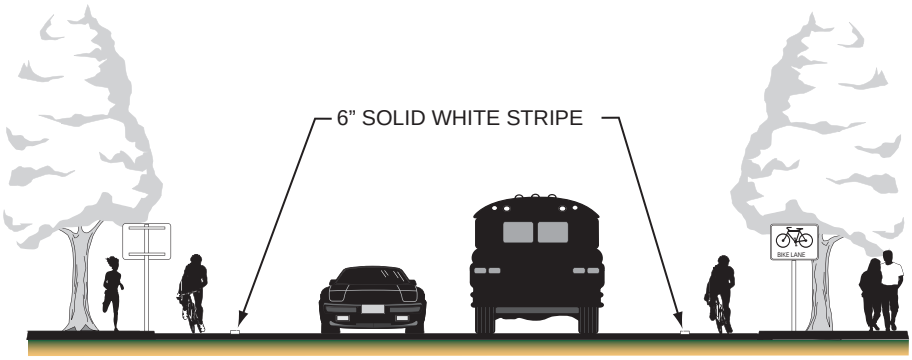
***Class III Bicycle Route:*** Provides shared-lane use with motor vehicle traffic. As defined by Caltrans, Class III bicycle routes are signed and should direct cyclists to the superior through route. To achieve the best conditions for bicyclists and motorists to share the lane, a wide curb lane should be considered. A Shared Roadway Bicycle Marking (CA MUTCD Figure 9C-104) is optional for use on roadways with on-street parallel parking. Class III bike routes provide the least benefit to bicyclists and should be used in limited situations, such as to fill gaps along Bike Lane corridors where inadequate space exists for short distances, or along local streets with relatively low speeds and low traffic volumes.

Figure 3 illustrates the primary bicycle facility types. Design guidelines are included in Appendix A, and additional resources can be found in Caltrans' Highway Design Manual, Chapter 1000, Bikeway Planning and Design.



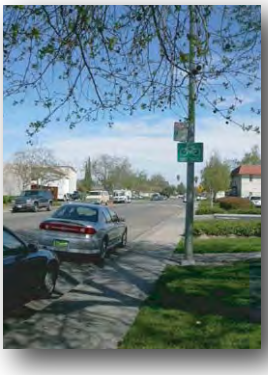
## CLASS I BIKEWAY (Bike Path)

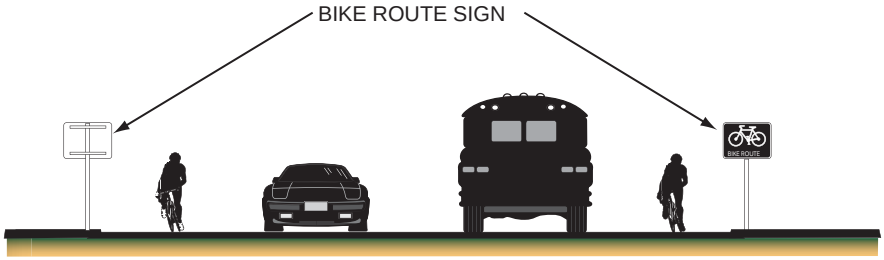
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.


## CLASS II BIKEWAY (Bike Lane)

Provides a striped lane for one-way bike travel on a street or highway.






## CLASS III BIKEWAY (Bike Route)

Provides for shared use with motor vehicle traffic.

**FIGURE 3 - BIKEWAY FACILITY TYPES**

CITY OF STOCKTON

*June 2007*

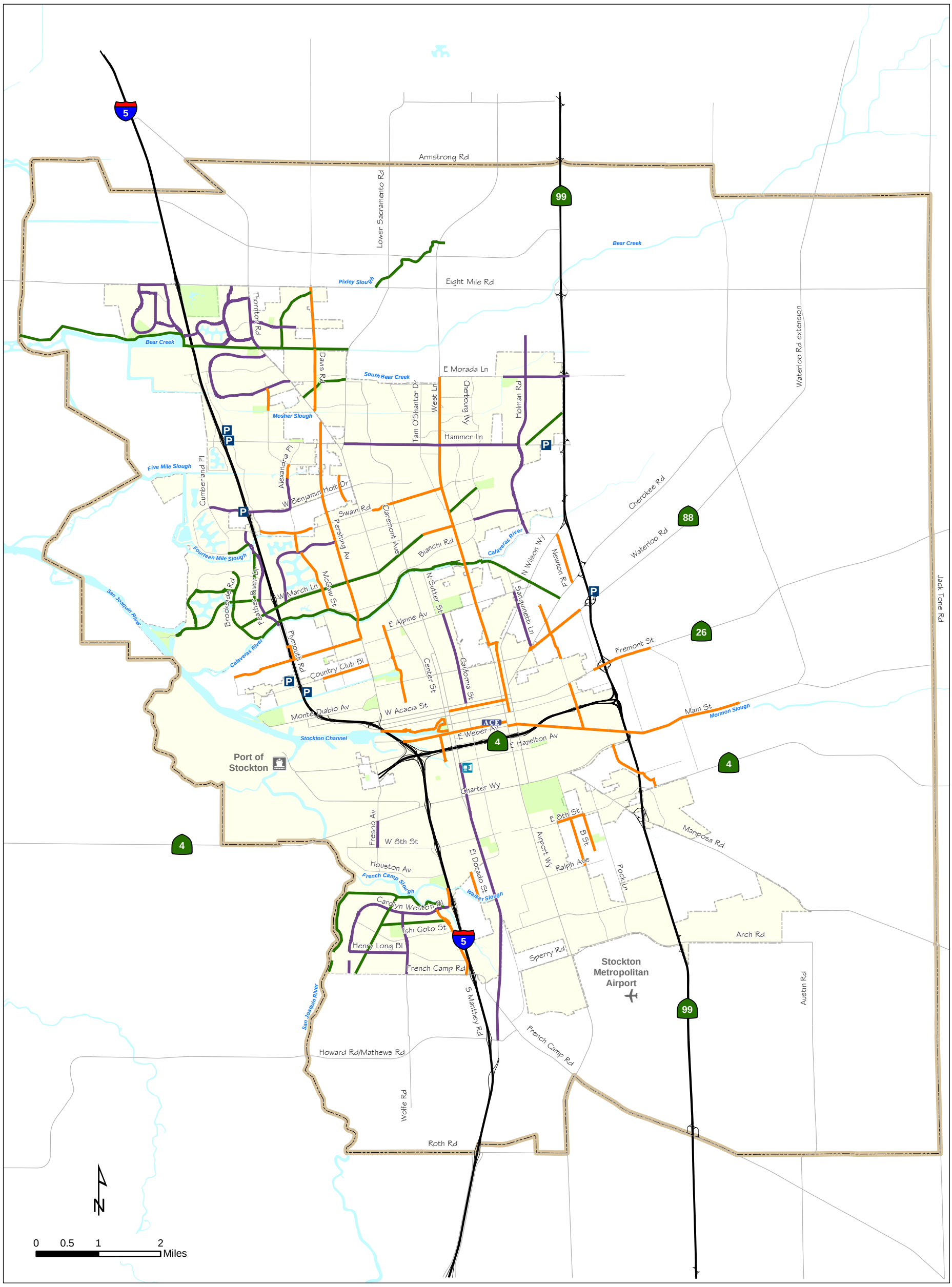
The City of Stockton's current network of bicycle facilities includes off-street trails and paths as well as on-street bicycle lanes and routes. A total of 106 miles of bicycle facilities are currently provided in the City, with 28 miles designated as Class I bicycle paths, 39 miles designated as Class II bicycle lanes, and 39 miles designated as Class III bicycle routes. Figure 4 illustrates the locations of existing bicycle facilities in Stockton.

## STOCKTON BIKEWAY DESCRIPTIONS

Class I Bicycle Paths

The primary bicycle path in the City of Stockton is located along the north side of the Calaveras River and the Stockton Diverting Canal between Brookside Road and Cherokee Road. To the north, another path extends along March Lane/East Bay Municipal Utility District (EBMUD) corridor between Brookside Road and Ridgeway Avenue. Other paths include:

- Brookside Road between Riverbrook Drive and the Calaveras River.
- Atchenson Street between West Lane and Panella Park.
- Bear Creek/Little Bear Creek/South Bear Creek between west of Mokelumne Circle and Lower Sacramento Road.
- Ishi Goto Street between the PG&E right-of-way and Manthey Road.
- The San Joaquin River between Henry Long Boulevard and Manthey Road (north and east along French Camp Slough).
- The Stockton Diverting Canal between the Calaveras River path and Cherokee Road.
- Pixley Slough between Bear Creek and Davis Road.




**LEGEND**

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

# FIGURE 4 - EXISTING BIKEWAY FACILITIES

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*October 2007*

Class II Bicycle Lanes

The City has major Class II facilities on El Dorado Street between Mormon Slough and the South City Limits and on Holman Road between Mossimo Circle and McAllen Road.

Additionally, bicycle lanes are provided on the following roadways:

- Mokelumne Circle, A.G. Spanos Boulevard loop, and Iron Canyon Circle
- Eight Mile Road between Trinity Parkway and Mokelumne Circle
- Cosumnes Drive, Trinity Parkway, and McAuliffe Road between Mokelumne Circle and Iron Canyon Circle
- Whistler Way between Thornton Road and Waterbury Drive
- Wagner Heights Road/Estates Drive loop at Thornton Road
- Morada Lane between Matt Equinda Park and SR 99
- Hammer Lane between Lower Sacramento Road and Holman Road
- Alexandria Place between Benjamin Holt Drive and Lincoln Road (the bicycle lane on the east side of the road stops before Lincoln Road)
- Benjamin Holt Drive between Cumberland Place and Alexandria Place
- Feather River Drive between Swain Road and Brookside Road
- Quail Lakes Drive for its entire length (except for one portion on the north side of the street)
- Sanguinetti Lane between Alpine Avenue and Waterloo Road
- Carolyn Weston Boulevard and Woods Boulevard through the Weston Ranch neighborhood
- Henry Long Boulevard between Carolyn Weston Boulevard and Woods Boulevard
- California Street between Alpine Avenue and Miner Avenue

Class III Bicycle Routes

The bicycle routes shown in Figure 4 and listed below are indicated by “Bike Route” signs in most areas of the City. Some of the routes extend outside the City limits and into unincorporated areas. Some of the key routes include:

- West Lane between University Avenue and Morada Lane.
- Pershing Avenue between Thornton Road and Alpine Avenue.
- Swain Road between Plymouth Road and Harrisburg Place and between Inglewood Avenue and West Lane.
- Alpine Avenue between Rainier Avenue and Pershing Avenue.
- Weber Avenue between I-5 and Airport Way.
- Main Street between Airport Way and the Stockton Diverting Canal.
- Loop around the Stockton Channel between Fremont Street at I-5 and Weber Avenue.
- Oak Street between El Dorado Street and Wilson Way.
- Fremont Street between Windsor Avenue and the Stockton Diverting Canal.
- Eighth Street between Bieghle Street and D Street, B Street between Eighth Street and Ralph Avenue, and D Street between Eighth Street and Duck Creek.
- Manthey Road between Carolyn Weston Boulevard and French Camp Road and between Carolyn Weston Boulevard and Walker Slough.

## CURRENT BICYCLE USAGE

As mentioned in Chapter I, the 2000 Census indicates that less than 1 percent of City of Stockton commuters (approximately 700) utilize bicycles as their primary mode of transportation to work; however, 13 percent of commuters estimated their travel time to work as ten minutes or less. Many other bicycle trips are likely made, both for transportation (to school, shopping, and other destinations) and recreation. However, these trips are not recorded in most surveys, so it is difficult to know the extent of bicycle use for purposes other than commuting to work.

### *Bicycle Collisions*

The City of Stockton provided bicycle collision data reported from January 2002 to April 2006. A total of 592 vehicular collisions involving a bicycle were reported during this 4 and 1/3-year period, of which 470 resulted in injuries and 4 resulted in death. This translates into annual rates of 137 collisions, 108 injuries, and 0.9 deaths.

Table 3 lists ten of the highest-collision locations within the City, based on collision reports for 2002-2006. The highest number of collisions (7) reported was at the Pershing Avenue/March Lane intersection, while the Pacific Avenue/March Lane intersection had 6 collisions. Fatal collisions occurred at Hammer Lane/Don Avenue, Hickock Drive/Hickock Court, Monte Diablo Avenue/San Juan Avenue, and Monte Diablo Avenue/Buena Vista Avenue. Note that all of the fatal collisions occurred at locations with few overall collisions. The collision locations are displayed on Figure 5. More than 60 percent of all bicycle collisions occurred at an intersection.

Table 4 displays the primary collision factors for these collisions. Bicycling on the wrong side of the road was the most common factor, accounting for 38 percent of collisions, while automobile right-of-way violations was the second most common (after “Unknown”), accounting for 12 percent of collisions.

**TABLE 3**
**HIGH BICYCLE COLLISION LOCATIONS**
**JANUARY 2002 – APRIL 2006**

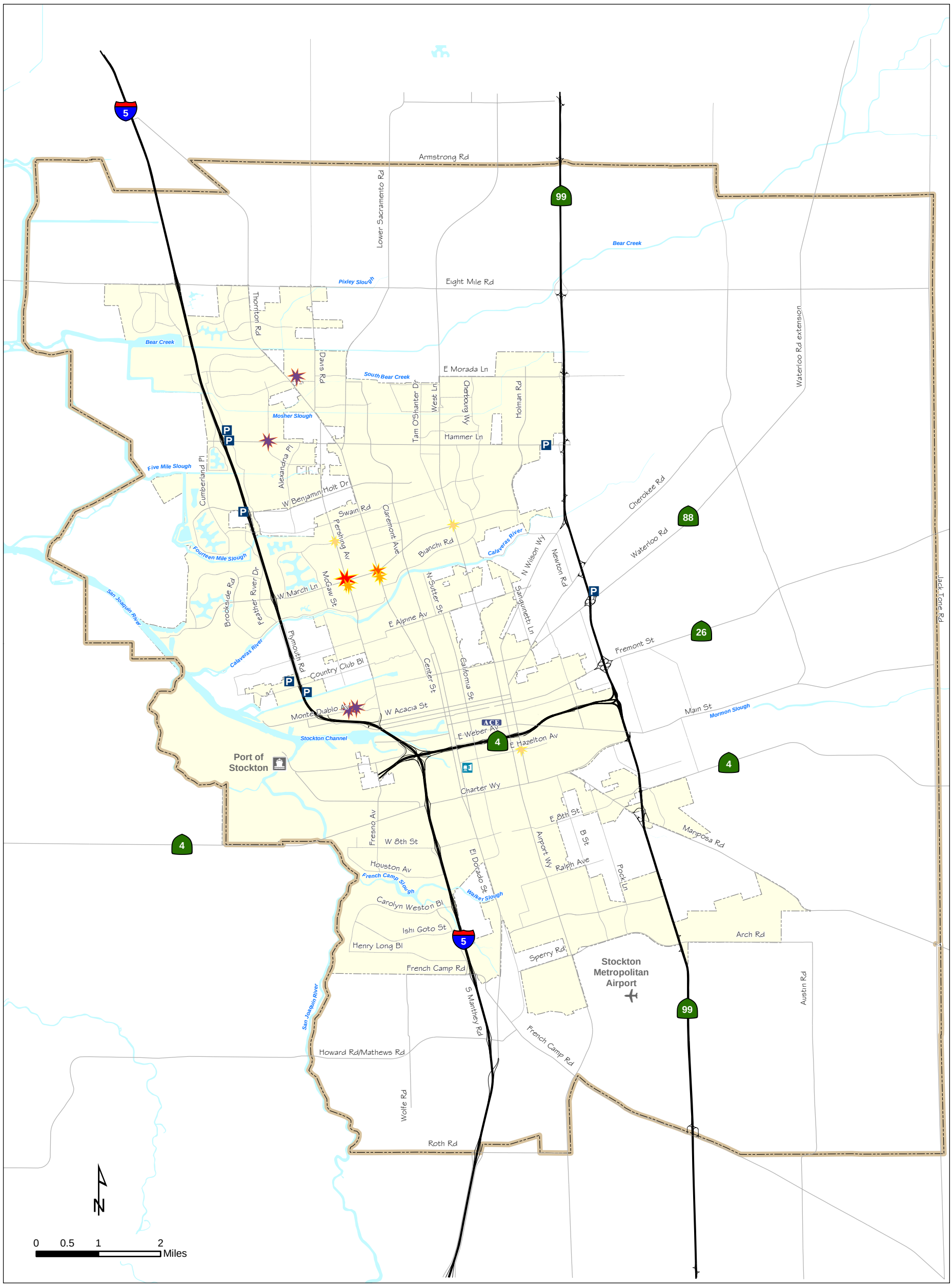
| Intersection | Number of | | |
|---|---|---|---|
| | Reported Collisions | Fatalaties | Injuries |
| Pershing Avenue/March Lane | 7 | 0 | 5 |
| Pacific Avenue/ March Lane | 6 | 0 | 4 |
| Pacific Avenue/Rosemarie Lane | 4 | 0 | 4 |
| Pershing Avenue/Rosemarie Lane | 4 | 0 | 4 |
| West Lane/March Lane | 3 | 0 | 3 |
| Pershing Avenue/Quail Lakes Drive | 3 | 0 | 3 |
| Wilson Way/Hazelton Avenue | 3 | 0 | 2 |
| El Dorado Street/Swain Road | 2 | 0 | 3 |
| Wilson Way/Main Street | 2 | 0 | 1 |
| Wilson Way/ Fremont Street | 2 | 0 | 0 |

Source: City of Stockton, 2006.

**TABLE 4**
**BICYCLE COLLISION SUMMARY**
**JANUARY 2002 – APRIL 2006**

| Primary Collision Factor | % of Collisions |
|---|---|
| Wrong Side of Road | 38% |
| Unknown | 21% |
| Auto Right-of-Way Violation | 12% |
| Failure to Observe Traffic Signals and Signs | 7% |
| Improper Turning | 4% |
| Other Hazardous Movement | 4% |
| Unsafe Speed | 4% |
| Driving Under Influence | 2% |
| Other Improper Driving | 2% |
| Unsafe Lane Change | 2% |
| Unsafe Starting or Backing | 1% |
| Other | 6% |

Source: City of Stockton, 2006.




**LEGEND**

| Number of Collisions | |
|---|---|
| 3 | Fatal Collision |
| 4 | Park and Ride |
| 6 | ACE Station |
| 7 | Amtrak Station |
| | Plan Boundary |
| | City Limits |

# FIGURE 5 - TOP BICYCLE COLLISION LOCATIONS (JAN. 2002 - APRIL 2006)

CITY OF STOCKTON

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*July 2007*

## PAST AND CURRENT EXPENDITURES

Between 2000 and 2005, the city spent approximately $3,375,000 on bicycle facilities. This includes construction of the following:

- 7 miles of Class I paths, at a cost of approximately $1,300,000 (this includes $876,459 for the Calaveras River bridge and path extension)
- 3.5 miles of Class II lanes, at a cost of approximately $2,000,000 (a significant portion of this cost was for roadway widening)
- 7.5 miles of signage for Class III routes, at a cost of approximately $75,000

Current expenditures include funding for a number of projects, as listed below. These are funded through a combination of federal sources, state sources, and local funds which could include Measure K, developer fees, or other sources.

a) Eight Mile Road Grade Separation at the UPRR and former SPRR crossings. A Class I bike path will be constructed as part of the project.

b) Lower Sacramento Road Grade Separation at the UPRR crossing. A Class I bike path will be constructed as part of the project.

c) Lower Sacramento Road Widening between Bear Creek and Pixley Slough. A Class III bike route will be constructed as part of the project.

d) Thornton Road Widening between Pershing Avenue and Bear Creek. A Class II bike lane will be constructed as part of the project.

e) Sperry Road Extension & French Camp/I-5 Interchange. A Class III bike route will be constructed as part of the project.

f) Hammer Lane Phase III Widening from Thornton Road to Kelley Drive. Sections of this project will include either a Class II bike lane or a Class III bike route.

g) Trinity Parkway Bridge and Extension from Bear Creek to McAuliffe Road. This project includes a Class I bike path.

## POLICY FRAMEWORK

The following is a description of Federal, State, and Local policies related to bicycling.

Federal Policies

There are three key policy sources on a Federal level:

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
- The Federal Highway Administration (FHWA) Joint Statement on Accommodating Bicycle and Pedestrian Travel: A Recommended Approach
- The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities

### *SAFETEA-LU*

One objective of SAFETEA-LU, passed in 2005, is to integrate bicycle and pedestrian travel into the mainstream transportation system. This builds on previous federal transportation bills, beginning with ISTEA (passed in 1991), and TEA-21 (passed in 1998). The legislation asserts that bicycle and pedestrian facilities should offer a viable transportation choice while prioritizing the safety of all road users. SAFETEA-LU requires that bikeways and pedestrian walkways be considered as the rule rather than the exception in all federally funded transportation projects. At the very least, transportation projects that receive Federal dollars must assume that bicyclists and pedestrians will utilize the facilities. The design of these projects should not preclude bicycle and pedestrian access, and the Secretary of Transportation cannot approve any project that severs a major bicycle or pedestrian corridor without offering an alternative route. If bicycle and/or pedestrian access will not be provided in a federally funded project, there must be extensive documentation supporting the decision.

The SAFETEA-LU legislation is the primary federal funding source for bicycle and pedestrian projects that are “principally for transportation, rather than for recreation, purposes.” However, “transportation purposes” are broadly defined as facilities that have an end-point that is different from their point of origin.

***FHWA's Joint Statement***

The Federal Highway Administration's Joint Statement on ***Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*** offers a basis for bicycle and pedestrian planning. The statement establishes overall policy as well as performance measures. Many municipalities have adopted this statement and implemented the action items as the core of their bicycle and pedestrian master plans. The Joint Statement contains three key principles:

- Bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.
- Municipalities should use approaches to achieving the policy that have worked elsewhere as a model.
- Public agencies, professional associations, or advocacy groups should adopt several action items to improve the overall conditions for bicycling and walking.

The heart of the Statement is that "the decision not to accommodate [bicyclists and pedestrians] should be the exception rather than the rule. There must be exceptional circumstances for denying bicycle and pedestrian access." The statement recognized the intent of Congress that bicyclists and pedestrians have safe, convenient access to the transportation system. If design conditions prevent the inclusion of non-motorized facilities, the project must "allow for the future construction of bicycle and pedestrian facilities." Furthermore, "exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision." The statement encourages local jurisdictions to revisit their design standards and policies to provide for flexibility so that bicycles and pedestrians may be accommodated. The statement identifies action items that states, local governments, professional associations, other government agencies and community organizations should adopt when they follow the Joint Statement.

***Guide for the Development of Bicycle Facilities***

Finally, the AASHTO ***Guide for the Development of Bicycle Facilities*** offers design guidance for accommodating bicycle and pedestrian facilities into transportation projects.

These documents when taken together offer a clear policy direction while maintaining flexibility for local agencies. For instance, while SAFETEA-LU prioritizes bicycle and pedestrian projects that will benefit the transportation system as a whole (a circular path within a park, for instance, is not used for transportation but for recreation and is not eligible for funding), it defines "transportation" broadly so that facilities used primarily for recreational trips are eligible for funding. The SAFETEA-LU legislation allows states

some latitude to set their own priorities for the types of bicycle and pedestrian projects they will fund. In the past, some states have utilized their TEA-21 dollars to fund projects that will primarily benefit commuters.

State Policies

While the California Department of Transportation (Caltrans) has a Bicycle Advisory Committee, there is no statewide bicycle plan. However, the State has several policies pertaining to bicycles as well as funding sources that create opportunities for local communities to implement bicycle facilities. Caltrans recently adopted a directive entitled "Accommodating Non-Motorized Travel." The directive states that "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products… [and] the Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."[4]

The ***Highway Design Manual*** Chapter 1000: Bikeway Planning and Design sets the basic minimums for bike lane and trail widths. It also establishes policies for the selection and placement of signs. The ***Project Development Procedures Manual*** Chapter 31: Non-Motorized Transportation Facilities defines the means by which local jurisdictions may receive Caltrans approval for State-funded projects. The ***Project Development Procedures Manual*** also includes information about State grant programs, following the state mandate in the ***Streets and Highways Code*** that the state disburse a ***minimum*** of $7.2 million annually to bicycle projects as part of the Bicycle Transportation Account.

The ***California Vehicle Code*** and ***Streets & Highways Code*** have several sections related to bicycle operation. Local jurisdictions may create their own policies as long as they do not conflict with state laws and regulations. Section 21200 establishes bicyclists' right to share the road with vehicles and subjects them to the same rules and regulations as drivers. These sections also define conditions under which a bicyclist may "take the lane," as well as instances when drivers are allowed in bicycle lanes. The Vehicle Code includes standard specifications for bicycles, including brakes and reflective devices, as well as general safety guidelines and helmet requirements for riders under 18 years of age. Finally, Sections 3900-3911 create a bicycle licensing program through which local cities may request licensing forms from the State, to be distributed through local bicycle vendors at the point of sale. While few California cities currently have bicycle licensing or registration programs, there are well-established programs in Chicago, Illinois and Honolulu, Hawaii. The success of a bicycle licensing

4 Caltrans Deputy Directive 64 "Accommodating Non-Motorized Travel," effective March 26, 2001.

or registration program is dependent upon extensive public education and participation by bicycle retailers.

Local Policies

***San Joaquin Council of Governments***

The San Joaquin Council of Governments (SJCOG) prepared the ***San Joaquin County Regional Bicycle Master Plan*** in August 1994. The regional plan was developed through a collaborative effort with surrounding jurisdictions (i.e., Lodi, Stockton, Lathrop, Manteca, Tracy, Escalon, and Ripon). The purpose of the regional plan is to incorporate and coordinate the recommendations of local plans into a regional perspective to create a cohesive bicycle system across jurisdictional boundaries. In 2007, SJCOG developed the latest Regional Transportation Plan (RTP)***, entitled "The Future of Mobility for San Joaquin County: Balancing Accessibility, Safety and the Environment." The RTP*** is a 25-year plan for the region's multi-modal investments. It contains the following goal, objective, and performance indicator:

- ***Goal: Improve Mobility and Accessibility***
    - ***Objective: Support the improvement or expansion of bicycle facilities that can be used as alternatives to the automobile, emphasizing improvements to "primary facilities" before more recreational type facilities***
        - ***Performance Indicator: Status of the development of a Regional Bicycle Facilities Plan that defines and identifies "primary facilities" throughout the county.***

In addition, the plan includes the following proposed actions:

***Intermodal Bike Facilities***

***Promote the inclusion of bicycle racks and lockers in the design and construction of San Joaquin County Multimodal Stations and Park and Ride lots. Promote the inclusion of bike tie-downs and racks on commuter trains and buses.***

***Short Range Plan (2007-2019)***

- ***Encourage COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.***
- ***Continue to seek funding for bicycle projects from local, state and federal sources;***
- ***Continue to seek funding to help maintain existing bikeways.***

- ***Work with the San Joaquin County Public Works Department and Caltrans to explore local, state and federal funding opportunities for preserving potential right-of-way acquisitions.***

***Long Range Plan (2020-2030)***

- ***Periodically update the bicycle plan;***
- ***Continue to educate the public on the benefits of bicycle and pedestrian movement;***
- ***Continue to seek funding for bicycle projects and to maintain existing bike lanes from local, state and federal sources.***

Projects within the City of Stockton that are listed in the 2007 RTP include:

- Airport Way bicycle lanes (Charter Way to Carpenter Road)
- Calaveras River regional bikeway/bicycle-pedestrian trail
- California Street Class II bicycle lanes
- Center Street bicycle/pedestrian walkway (from Fremont Street to Weber Avenue bridge)
- Charter Way bike lockers and bike racks (from French Camp Road to Stanislaus Street)
- Duck Creek/Walker Slough Bikeway Improvements
- EBMUD Aqueduct Bikeway Improvements
- El Dorado Street corridor Bikeway Improvements
- Pershing Avenue Bikeway Improvements
- Tam O'Shanter Drive Class II bicycle lanes
- Weber Street Bike Lockers

Projects on County land adjacent to the City of Stockton that are listed in the 2007 RTP include:

- Airport Way bicycle and pedestrian multi-use trail—Arch Road to CE Dixon Street
- Class III facilities on the following:
    - Armstrong Road—Davis Road to SR 99 Frontage Road

- Eight Mile Road—Micke Grove Road to Frontage Road
- Lower Sacramento Road—Harney Lane to Eight Mile Road
- Matthews Road—Wolfe Road to Manthey Street
- Micke Grove Road—Armstrong Road to Eight Mile Road
- Thornton Road—DeVries Road to Eight Mile Road
- West Lane—Eight Mile Road to Armstrong Road
- Wolfe Road—Howard Road to Matthews Road

All of the local and adjacent County projects identified in the 2007 RTP are included in this Stockton Bikeway Plan Update, with the following exceptions:

- Center Street bicycle/pedestrian walkway: this plan does not include this segment.
- Pershing Avenue Bikeway Improvements: this plan includes only the addition of Class II lanes connecting the existing Class III route at Alpine Road to Mendocino Avenue.
- Matthews Road and Wolfe Road Class II lanes: these are shown as Class I paths instead of Class II lanes.

SJCOG provides both competitive and non-competitive funding for bicycle projects in the county through Measure K, the County-wide transportation sales tax. For example, SJCOG assisted the City of Stockton by providing Measure K funds to complete the Pixley Slough Class I path, a 4,200-linear-foot path that connects Bear Creek to Eight Mile Road. For 2007 to 2011, SJCOG anticipates funding $1,200,000 in bicycle projects throughout the County with Measure K funds.

In addition, SJCOG operates “Commute Connection,” a regional rideshare program that encourages bicycling and other alternatives to driving alone. Potential bicyclists can find information on bicycle commuting through SJCOG’s website (www.sjcog.org/sections/commute_connection).

***City of Stockton***

General Plan

The City of Stockton is currently updating its General Plan. This Bikeway Plan was developed in concert with the General Plan update and is consistent with its policies pertaining to cyclists, which are listed below:

> ***TC-5.1 Pedestrian and Bicycle Facilities***
>
> ***The City shall encourage pedestrian and bicycle travel as viable modes of movement throughout the City by providing safe and convenient pedestrian and bicycle facilities within and linking commercial areas, residential neighborhoods, and employment centers.***
>
> ***TC-5.5 Recreational Bikeways on Separate Rights-of-Way***
>
> ***The City shall ensure that recreational bikeways are developed and maintained on separate rights-of-way (i.e., Calaveras River path, East Bay Municipal Utility District easement path, French Camp Slough, and Shima Tract Levee).***
>
> ***TC-5.6 Right-of-Way Dedications***
>
> ***The City shall ensure dedication of adequate right-of-way for bicycle use in the development of new arterial and collector streets, and where feasible, in street improvement projects.***
>
> ***TC-5.7 Bicycle Parking***
>
> ***The City shall require that safe and secure bicycle parking facilities be provided at major activity centers such as public facilities, employment sites and shopping and office centers.***
>
> ***TC-5.8 Priority Gap Closure***
>
> ***In developing bicycle and pedestrian facilities, the City shall give priority to projects that close gaps in existing networks.***
>
> ***TC-5.9 Intergovernmental Coordination***
>
> ***The City shall coordinate bikeway development efforts of planning, recreation, public works, and other City departments, with San Joaquin County government and other agencies that are involved in planning and construction of operational elements of the bikeway system.***

***TC-5.10 Major Employment Centers***

***The City shall encourage major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.***

***TC-5.11 Bikeway Maintenance***

***The City shall ensure that bikeways are maintained in a manner that promotes their use.***

***TC-5.12 Bicycle and Pedestrian Safety***

***The City shall promote law enforcement and educational awareness programs that improve bicycle and pedestrian safety.***

***TC-5.13 Street Projects***

***At the time of new street construction, pavement overlays, or seal coat projects, the City shall, where feasible, implement the bikeways within the project limits as detailed in the adopted master plan.***

In addition to the above policies, the City has included the following general transportation policy related to air quality:

***TC-2.17 VMT Reduction***

***To improve air quality and reduce congestion, the City shall seek to reduce vehicle-miles-traveled per household by making efficient use of existing and planned transportation facilities; supporting policies are detailed in the City's adopted list of Reasonably Available Control Measures. These measures include:***

***a. Promoting efficient arrangement of land uses.***

***b. Improving public transportation and ridesharing.***

***c. Facilitating more direct routes for pedestrians and bicyclists and other non-polluting modes.***

Municipal Code

The City's existing bicycle parking ordinance is section 16-345.100 of the Municipal Code. This is included in Appendix B of this document.

# CHAPTER 3: RECOMMENDED BIKEWAY NETWORK

This chapter describes the recommended Bikeway Plan and the associated projects. Chapter 6: Funding and Prioritization includes cost estimates by project.

The major goals of the Bikeway Plan are:

1. **Provide a safe, comfortable and convenient bicycling environment in the City of Stockton.** This will be accomplished by developing a bicycle network that improves bicycle access and mobility throughout the City, by implementing bicycle support facilities such as bike parking and showers, by maintaining existing facilities, by enforcing laws related to bicyclist and motorist travel, and by educating the public on how to bicycle safely.

2. **Double the number of bicycle commuters by 2021.** According to the 2000 Census, less than 1 percent of workers (approximately 700) utilize bicycles as their primary mode of transportation to work in the City of Stockton; however, 13 percent of commuters estimated their travel time to work as ten minutes or less. This indicates that many Stockton residents work within a distance from their homes that may be easily accessible by bicycle. Achievements from goal #1 should translate into increased bicycle usage throughout the City.

The following benchmarks, along with implementation of the policies in the ***General Plan***, will help the City meet these goals.

- Complete 35% of the unbuilt Recommended Bikeway network on existing City facilities by 2016; 65% by 2026; and 95% by 2035

- By 2021, reduce the number of bicycle-motor vehicle collisions and the collision rate (which accounts for increasing bicycle use) by 50%.

- By 2021, ensure that all public K-12 schools have implemented Safe Routes to School programs (either adopting a map or implementing specific improvements where appropriate).

Figure 6 details the recommended additions to the bikeway network. The proposed system would substantially increase the extent of the city's bicycle facilities by adding 70 miles of Class I paths, 67 miles of Class II lanes, and 167 miles of Class III routes, for a total of 304 new miles of bicycle facilities.

In general, Class II lanes are recommended on arterials and collector streets while Class III routes are recommended on residential streets and some collector streets. Class I paths are recommended to extend existing Class I paths along waterways and

other recreational corridors as well as to provide an off-street facility adjacent to major travel corridors.

This plan attempts to accommodate Class I and Class II facilities where possible. Special attention is given to correcting existing discontinuities while being aware of right-of-way constraints. Where Class I or Class II facilities are not feasible and it is shown to be safe, a Class III facility is designated. Schools, parks and other attractors in residential areas are generally not served by formal bikeway facilities because local residential streets adequately accommodate bicyclists.

In limited cases, a Class III route is designated on a shared-use sidewalk. This occurs along high-speed, high-volume, limited access roadways, where limited pedestrian and bicycle use is expected and Class II lanes are deemed to be infeasible. The City understands that designating bicycle facilities on sidewalks is not preferred due to potential conflicts with pedestrians and vehicles, particularly at driveways and intersections. Therefore, these Class III sidewalk routes are limited to specific circumstances as described above.

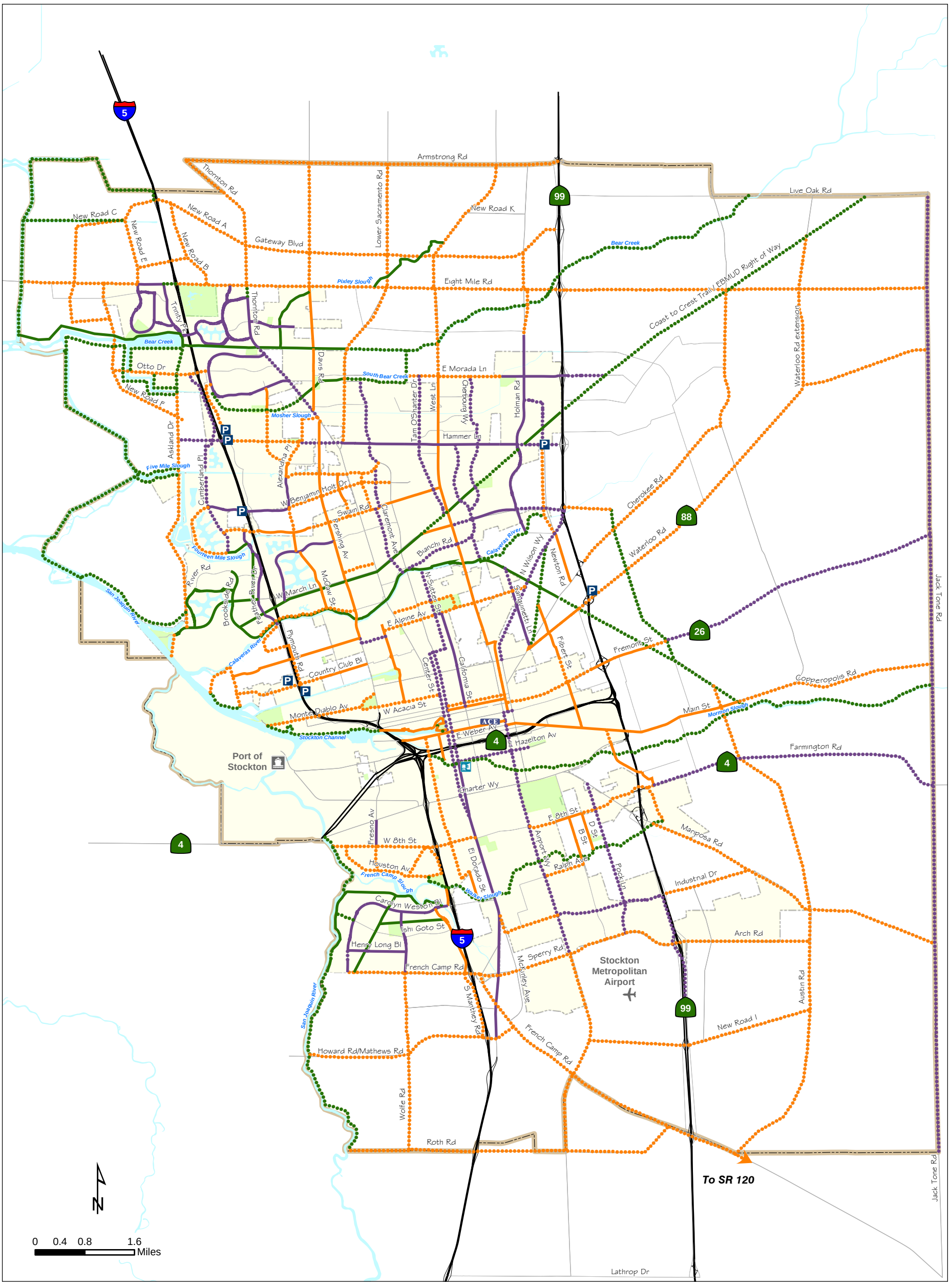
Section 1003.3 of the Caltrans Highway Design Manual, entitled Class III Bikeways, describes Class III facilities as “shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks, and in either case bicycle usage is secondary.”

Key new bicycle facilities proposed include:

- Class I recreational bike paths along waterways such as Bear Creek, Mosher Slough and South Bear Creek, the Calaveras River (extension of an existing facility), the Stockton Channel, the Mormon Slough, Duck Creek, and Walker Slough, as well as the San Joaquin River and sloughs along the west side of the city.

- Class II bike lanes along existing arterial roads such as Airport Way, Hammer Lane (extension of an existing facility), Wilson Way, Industrial Drive, and El Dorado Street (extension of an existing facility).

- Class III bike routes along existing and planned roadways such as Armstrong Road, Eight Mile Road, Benjamin Holt Drive, Fremont Street, Arch Road, Austin Road, and Alpine Avenue.




**LEGEND**

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

# FIGURE 6 - RECOMMENDED BIKEWAY NETWORK, AS OF JUNE 2007

CITY OF STOCKTON

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*October 2007*

# CHAPTER 4: SUPPORT FACILITIES AND INTERMODAL CONNECTIONS

The previous chapters addressed facilities to accommodate bicyclists on streets and paths. This chapter discusses accommodation at either end of a bike trip as well as when riding along a path or taking a bike on public transit. At either end of a trip, bicyclists need support facilities that include secure bicycle parking and, at employment centers, showers and changing rooms. When riding on paths, cyclists benefit from water fountains, restrooms, benches and rest areas, as well as maps and emergency phones. When using public transportation, bicyclists need secure bike parking at transit stops and bike access on-board the transit vehicles. Support facilities and intermodal connections allow bicyclists to make complete trips, secure their bicycles and, if necessary, shower and change clothes.

## SUPPORT FACILITIES

There are several types of bicycle support facilities, just as there are several types of bikeways. Support facilities fall into four main categories:

- Short-term Bicycle Parking: This type of bike parking consists of various types of ***bicycle racks***. Bicycle racks are low-cost devices that provide a location to secure a bicycle. Ideally, bicyclists should be able to lock the bicycle frame and wheels to the rack. The bicycle rack should be in a highly visible location, along common approaches, and near main building entrances and destinations. Racks must be secured to the ground. Short-term bicycle parking is commonly used for short trips when cyclists are planning to leave their bicycles for no more than a few hours. Common locations include shopping areas, parks, schools and civic centers.

- Long-term Bicycle Parking: This type of bike parking is designed to provide bicyclists with a higher level of security so that they feel comfortable leaving their bicycles for longer periods of time. Long-term bike parking is most appropriate at larger employment centers and at transit stations. Two types of long-term bike parking exist:

  ***Bicycle Lockers*** are covered storage units that can be locked individually, each locker providing secure parking for one bicycle.

  ***Bicycle Cages and Bike Stations*** are secure multi-bike areas with limited-access doors. They may be as simple as a fenced, locked area (bike cage) or as sophisticated as a staffed area with showers, retail sales, and bike repairs (bike station).

***Valet Bicycle Parking*** is another option. It is often used for special events, such as concerts, fairs, sporting events, or conferences. It generally consists of a fenced-in, sheltered "corral" with bicycle racks. Volunteers take and store the bicycles, give bicyclists a claim ticket, monitor the bicycles, and retrieve bicycles at the end of the event.

- Shower and Locker Facilities: ***Lockers*** provide a secure place for bicyclists to store their helmets and other riding gear. ***Showers*** are important for bicycle commuters with a rigorous commute and/or formal office attire.

- Off-Street Amenities: ***Off-Street Amenities*** may include water fountains, benches and rest areas, restrooms, and emergency phones, as well as maps and signs. These amenities are particularly useful on longer-distance paths.

Figure 7 illustrates the location of existing support facilities within the City of Stockton, including public bicycle parking, and public and private showers and lockers. The information on the map is the best currently available. The City expects to update it on an on-going basis.

For non-residential parking lots outside of parking districts, the existing Municipal Code requires one employee bicycle parking space for each 7,500 square feet of gross floor area, and at least one visitor bicycle parking space for each 10,000 square feet of gross floor area. In addition, for commercial uses, the code requires at least one customer bicycle parking space for each 40 vehicle parking spaces.

The Stockton ***General Plan*** encourages new developments with 50 or more employees to include bike parking and shower facilities. The General Plan also requires that bike parking be provided at major activity centers such as public facilities, employment sites, and shopping centers.

Currently, there are bicycle racks at most schools within the Stockton Unified School District and at San Joaquin Delta College, University of the Pacific, City Hall, and many shopping centers. There is also bicycle parking at several Park and Ride lots, and bike lockers at the ACE station and at San Joaquin Delta College.

## INTERMODAL CONNECTIONS

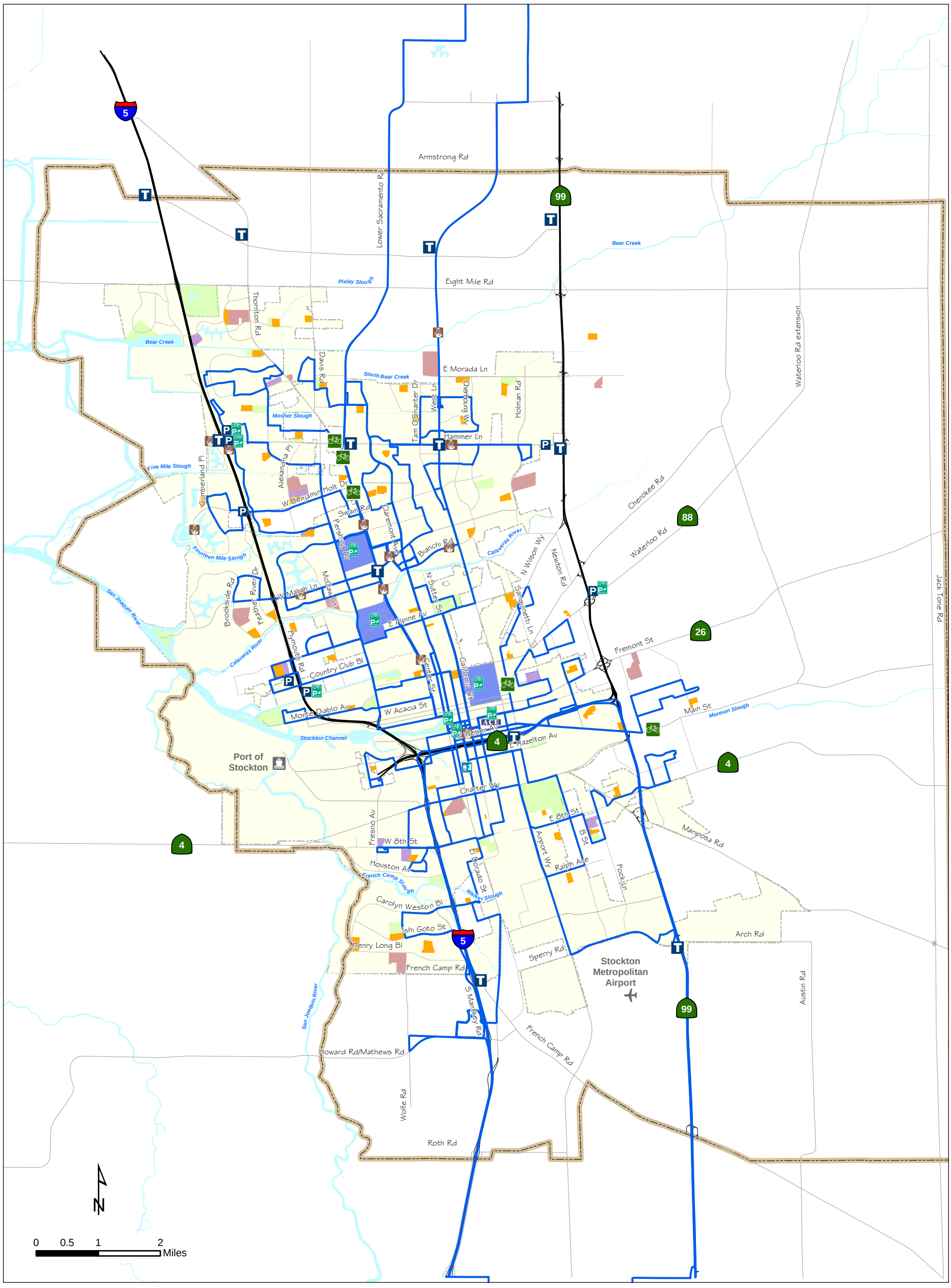
Coordination with transit is important to a well-developed bicycle network. The ability to take bicycles on public transportation systems allows bicyclists to make longer trips, even when the trip starts or finishes far from public transportation. San Joaquin Regional Transit District (SJRTD) currently provides transit service throughout Stockton. SJRTD passengers can load bikes on easy-to-use bike racks on Stockton Metropolitan Area, Intercity and San Joaquin Commuter buses.

The Altamont Commuter Express (ACE) provides regional train service to Pleasanton (with a connection to BART) and San Jose. A number of spaces for bicycles are available on each train on a first come, first served basis, and bicycle lockers are provided at each of the platforms.

Amtrak provides regional train service to Sacramento, Oakland, and Bakersfield. There are several options for bringing bicycles aboard Amtrak trains. Some trains have on-board bike racks. A space on these racks can be reserved in advance or purchased on board. On other trains, bicycles can be checked as baggage. Folding bicycles can also be brought on board certain passenger cars as carry-on baggage.

The Stockton ***General Plan*** outlines future corridors for Bus Rapid Transit, Express Bus, and local bus service, as well as major transfer points between transit routes. Transit vehicles on these future routes should provide bicycle accommodations, such as bike racks or in-vehicle bicycle storage. The major transfer points should provide both short- and long-term bicycle parking (such as bicycle racks and lockers) as well as wayfinding signage for bicyclists.

Figure 7 shows the locations of these intermodal connections.




## LEGEND

- ACE Station
- Amtrak Station
- Planned Major Transfer Points
- SJRTD Bus Routes
- Park and Ride
- Public & Private Shower Facilities
- Bicycle Shop
- Bike Parking
- Park
- Plan Boundary
- City Limits
- Elementary School
- Middle/Jr. High School
- High School
- College/University

Note: Most schools have bike parking.

# FIGURE 7 - SUPPORT FACILITIES

CITY OF STOCKTON

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*July 2007*

## RECOMMENDED PROGRAMS

Recommended programs are envisioned to meet the following three goals in support of the policies contained in the ***General Plan***:

- Strengthen existing bicycle connections to transit and create new connections where none exist.

- Provide support facilities such as bicycle racks at destinations such as public buildings and shopping centers, and provide long-term bicycle parking, showers and lockers at major employment centers.

- Encourage and promote valet bicycle parking for special events, such as ballgames, concerts, and other events. Volunteers and/or members of local bicycle clubs could staff the bicycle parking and assist in promotion.

The City may consider pursuing the following new programs and policies:

***Bicycle Parking Request Program:*** Several cities around the country, including Seattle, Oakland, San Francisco, Chicago, and New York have programs whereby cyclists may request that short-term bicycle parking racks be placed in front of businesses. These programs are usually inexpensive grant-funded programs that include promotional materials, field surveys to locate racks, and the purchase and installation of bicycle parking racks. With this program, the City of Oakland was able to install approximately 600 new bicycle parking racks (enough to accommodate 1,200 bicycles) over the course of three years.

***Bicycle Parking Locations List:*** Make a list of locations of existing bicycle parking available to the public.

***Access to Health Club Facilities:*** The City could facilitate arrangements between bicycle commuters and local health clubs that have showers and lockers. Bicycle commuters could be given discounts or a membership subsidized by their employers. Bicycle storage arrangements could also be made in off-street parking areas.

***Bike-Transit Coordination:***

- Provide access to major transfer points on the transit system via bikeways
- Provide bike racks at bus stops and lockers at major transfer points
- Provide bicycle lockers and racks at all Park and Ride locations

# CHAPTER 5: SAFETY AND EDUCATION

This chapter discusses current and recommended bicycle safety and education programs to enhance residents' understanding and knowledge of the local bike system and ensure that they ride their bicycles safely and responsibly. A bicycle safety program should be designed to increase awareness and skills among bicyclists and should also address driver behaviors. A comprehensive program should include both education and enforcement.

***Education*** - Educational efforts may be designed to include the entire community or specific target groups. These can include bicycle rodeos, school presentations, public service announcements and the distribution of pamphlets and posters to increase public awareness and education.

***Enforcement*** - Enforcement efforts can include citations for safety helmet violations, speed enforcement and visible display radar trailer deployment near schools and areas of high bicycle traffic, and/or diversion programs for those cited for bicycle violations.

## EXISTING PROGRAMS

Bicycle "rodeos" are an integral part of current bicycle safety programs in Stockton. Two or three rodeos are typically offered each year, usually sponsored either by a school or a community organization such as the Kiwanis Club. These events include hands-on practice of key safety skills, such as turning, stopping quickly, and signaling, as well as information on helmet fit and rules of the road. The Police Department's Community Services Division has a Bike Safety Handbook that it can provide to organizations interested in hosting a bicycle rodeo. The handbook includes safety information, drills, and a bicycle inspection checklist.

In addition, for the past two years, the Municipal Utilities District has sponsored a family bicycle ride in April as part of the City's Earth Day celebration. The ride is a five-mile tour of the City's historic neighborhoods, Smith Canal, and Pixie Woods, and begins and ends at Victory Park. Police Department volunteers and members from the Volunteers in Police Service program provide support and ensure safety. All participants must wear helmets and sign an agreement to ride safely. The event is intended to encourage bicycling as a form of transportation. Representatives from the San Joaquin Council of Governments' Commute Connection program are present in the park after the ride to provide information on bicycling, and secure bicycle parking is also provided.

SJCOG also sponsors Bike to Work Week in May of each year. In advance of the week, SJCOG mails out pledge forms to all city and county staff encouraging them to bike to work. For the past two years, Bike to Work Week has included a bicycle race in

downtown Stockton sponsored by the Delta Velo cycling team. The race includes events for children as well as teens, masters, and elite riders. As part of the event, SJCOG organizes a table with information about bicycle commuting, and holds a raffle for bikes, helmets, and other prizes for those who pledged to bike to work.

## RECOMMENDED PROGRAMS

The City may consider pursuing the following programs to improve bicycle safety in Stockton. Some may require additional funding or longer-term planning, as noted.

***Safe Routes to School***: Safe Routes to School is a national program that focuses on providing education, encouragement, engineering, and enforcement that enable elementary and middle school students to safely walk and bike to school. The City currently participates in the Safe Routes to School Program and has constructed several facilities to improve accessibility to local school sites. In order to position the City to be competitive for additional federal and state Safe Routes to School funding, Stockton must adopt a coordinated approach, including a Safe Routes to School map with routes and projects identified. The following actions, which should be coordinated between the City's Traffic Division and the School District, are recommended as part of this plan:

- Include bikeways on walking maps for individual schools.
- Incorporate bicycle safety education into the regular school curriculum. For example, in the City of Palo Alto, bicycle safety is taught as part of Physical Education classes. Under Texas' "Supercyclist" program, teachers are trained and certified to deliver bicycle education to students. This is a long-term goal that will require a partnership with teachers, transportation staff and school districts. First, Stockton teachers should be certified as instructors under a program such as the League of American Bicyclists (LAB) BikeEd program. Alternatively, the school district could arrange for LAB-certified instructors to come to schools to train students. Second, bicycle education should be incorporated into the ongoing and regular curriculum of elementary and middle school children. ***Bicycle rodeo*** events, where children are given actual riding lessons in school, should be included. The District and City should consider working with Safe Moves, a statewide non-profit organization that has devised a bicycle and pedestrian safety education program for school children and senior adults. The Safe Moves program offers school workshops, bicycle rodeos, bicycle registration, helmet inspection, and traffic assessment skills.
- Ensure that convenient and accessible bicycle parking is available at all schools. Bicycle parking at schools should be located where it is visible from the school building.

***Bicycle Helmet Program***: Establish a bicycle helmet program that provides low-cost helmets to schoolchildren. Free helmets are often distributed at bicycle rodeos. Helmets are mandatory for any student riding a bicycle to school.

***Adult Bike Education:*** Establish an adult bicycle education program through the community college, Parks and Recreation Department, or other department that teaches adults how to ride defensively and encourages them to ride to work. This program may include the use of volunteers from the local bicycle club and possibly sponsorship of bicycle tours and races.

***Driver Education***: The City may consider educating drivers about the rights of bicyclists through a variety of means including making bicycle safety a part of traffic school curriculum, producing a brochure on bicycle safety and rights for public distribution, enforcing existing laws regarding both motorists and bicycles, encouraging the state to include questions about bicycle safety and operations on drivers license exams, and providing signs at strategic locations advising motorists to share the roadway with bicyclists.

***Bicycle Diversion Programs:*** Establish a bicycle diversion program for both motorists and bicyclists ticketed for Vehicle Code violations pertaining to cycling. The violator may choose to pay the fine or to participate in a "Bicycle Traffic School" that teaches rules of the road and techniques to safely share the road. Bicycle diversion programs have been successfully pioneered in Arizona by the Tucson Police Department. In the Bay Area, the City of Sunnyvale has a program that targets juveniles. The Stockton Police Department could adopt a similar program as funding becomes available. The program would require ongoing resources for Police enforcement, program administration, hiring instructors, and offering courses.

***Bicycle Licensing Program***: Establish a bicycle licensing program at local schools to help reduce theft by providing an identification number for the police. It can also serve as a regular forum for providing education to young riders. Licensing for children's bicycles is typically done at schools by Police Department staff.

***Construction Zones:*** Stockton is growing rapidly, with construction projects and road work occurring throughout the city. These projects often result in construction vehicles parked in bicycle lanes, large truck traffic on city streets, and other conditions that affect bicycle safety. For these reasons, Stockton should continue to review construction traffic control plans for development and utility projects to ensure bicycle safety.

***Trail Crossings:*** Where a multi-use trail crosses a street, the crossing shall be grade-separated where possible to allow for uninterrupted travel and enhanced safety.

Where grade-separated trail crossings are not feasible, marked crossings with button-activated, in-street and/or above-street flashing warning lights or a traffic signal should be considered.

Trail crossings should be well lit and well signed. If the crossing does not meet the demand or safety considerations for installation of a marked crosswalk and the nearest signalized crossing location is 300 feet or more away on an arterial street; 200 feet or more away on a collector street; or 100 feet or more away on a local street, signage should be used to direct cyclists to the adjacent signalized crossing. However, if the nearest signalized crossing is greater than 150 feet away and the location does not meet safety considerations for a marked crosswalk, and other at-grade treatments are infeasible, a grade-separated bicycle crossing should be considered.

***Trail Security:*** In general, multi-use pathway undercrossings require special attention because they can be perceived as unsafe areas, particularly after dark. Any undercrossing over 50 feet in length should be lighted, and all approaches to the undercrossing should provide the user a clear view all the way through the undercrossing. Undercrossings should be designed to avoid areas off the path where people can loiter.

***Hazard Reporting and Maintenance Requests:*** The City of Stockton's website has an "Ask Stockton" feature where members of the public can submit questions about a variety of issues and look up answers to frequently asked questions. The City should integrate bicycle facility maintenance requests into this system, and include answers to frequently asked questions about bicycle trails and on-street facilities.

***Signalized Intersections:*** At signalized intersections, where feasible, the City should provide conveniently-located push-buttons with extended clearance intervals as needed to insure that cyclists can cross the intersection. Bicycle detection should be considered for actuated signals or left-turns.

***Right Turn Pockets:*** On roadways with marked Class II bicycle lanes, if a right-turn pocket is provided at an intersection, the bicycle lane should be striped to the left of the right turn pocket.

***Traffic Circles:*** The City should continue to consider installing traffic circles as an alternative to stop signs or traffic signals on collector streets, to reduce delay for bicyclists.

***Directional Signage:*** Where bikeways change direction in a way that is not obvious, the City should provide signage to direct cyclists to the continuation of the bikeway.

# CHAPTER 6: FUNDING AND PRIORITIZATION

This chapter contains cost estimates for the recommended bikeway network, potential funding sources, and project prioritization methods.

## COST ESTIMATE ASSUMPTIONS

Construction and maintenance costs were estimated for each of the bikeway improvements developed for the proposed bikeway plan. Costs were estimated on a per-mile basis by facility type (e.g., Class I, Class II, and Class III). Unit cost assumptions were based on recent studies, such as the 2002 ***Unincorporated San Joaquin County Bicycle Plan*** and the 2004 ***San Leandro Bicycle Plan***, as well as older local documents such as the 1994 ***Stockton Bikeway Plan*** and the 1994 ***San Joaquin County Regional Bicycle Master Plan.*** Costs were further modified to reflect inflation and conditions in the City of Stockton. The estimated capital and maintenance costs per mile of bicycle facility are shown in Table 5. All costs are in 2006 dollars and should be adjusted to reflect cost trends in future years. Note that some Class I paths will be funded by adjacent development and will be included in the cost of street and sidewalk construction. However, the Class I unit costs are used for all Class I facilities to approximate their cost if constructed separately.

**TABLE 5**
**CONCEPTUAL UNIT COST ESTIMATES FOR BIKEWAY CONSTRUCTION**

| Facility Type | Capital Cost (per mile) | Maintenance Costs (per mile per year) |
|---|---|---|
| ***Class I Recreational Bike Path*** – Construct path with minimal grading needed | $600,000 | $10,000 |
| ***Class II Bike Lane*** – Signing and striping with minor roadway improvements | $75,000 | $8,500 |
| ***Class III Bike Route*** – Signing | $5,000 | $1,000 |
| ***Pedestrian/Bicycle Bridge—***13 feet wide, single span bridge | $230/ square ft | |

The cost assumptions do not include costs for real estate, fencing, structures, or landscaping because of the variability of these costs. Class II costs specifically do not include the removal of obstructions, pavement repairs/patching, or pavement widening to accommodate bike lane installation. Some of the Class II facilities designated on existing roads may require additional right-of-way or parking removal. Additionally,

enhanced at-grade or grade-separated railroad crossings will be needed at certain locations.

The bikeway maintenance costs assume a program that includes items such as frequent sweeping, eliminating roadway obstacles and surface irregularities, repairing edge break-up and damaged curb and gutter, replacing bollards and trash cans as needed, mowing adjacent areas, removing fallen leaves, pavement slurry sealing, asphalt concrete overlays, trimming roadside plantings, herbicide treatments, drainage improvements, and fence repair.

Table 6 shows the bicycle costs by classification for the recommended Bikeway plan. Cross sections for Class I and II facilities are shown in Appendix A and conform to Caltrans Standards.[5] Appendix C estimates the capital and maintenance costs for each bikeway project. Appendix C also defines the projects in terms of limits and provides estimates of length.

The total capital cost of the proposed Bikeway Plan is estimated to be approximately $55,720,000. This includes $48,311,000 for Class I facilities, $6,573,000 for Class II facilities, and $836,000 for Class III facilities. Maintenance costs for all future facilities are estimated to be $2,037,000 per year.

**TABLE 6**
**FACILITY COST BY CLASSIFICATION**

| Class | Length of New Facilities (Miles) | Capital Cost | Length of Future Facilities (Miles) | Annual Maintenance Cost |
|---|---|---|---|---|
| I | 70 | $48,311,000 | 98 | $976,000 |
| II | 67 | $6,573,000 | 101 | $855,000 |
| III | 167 | $836,000 | 206 | $206,000 |
| ***Total*** | ***304*** | ***$55,720,000*** | ***404*** | ***$2,037,000*** |

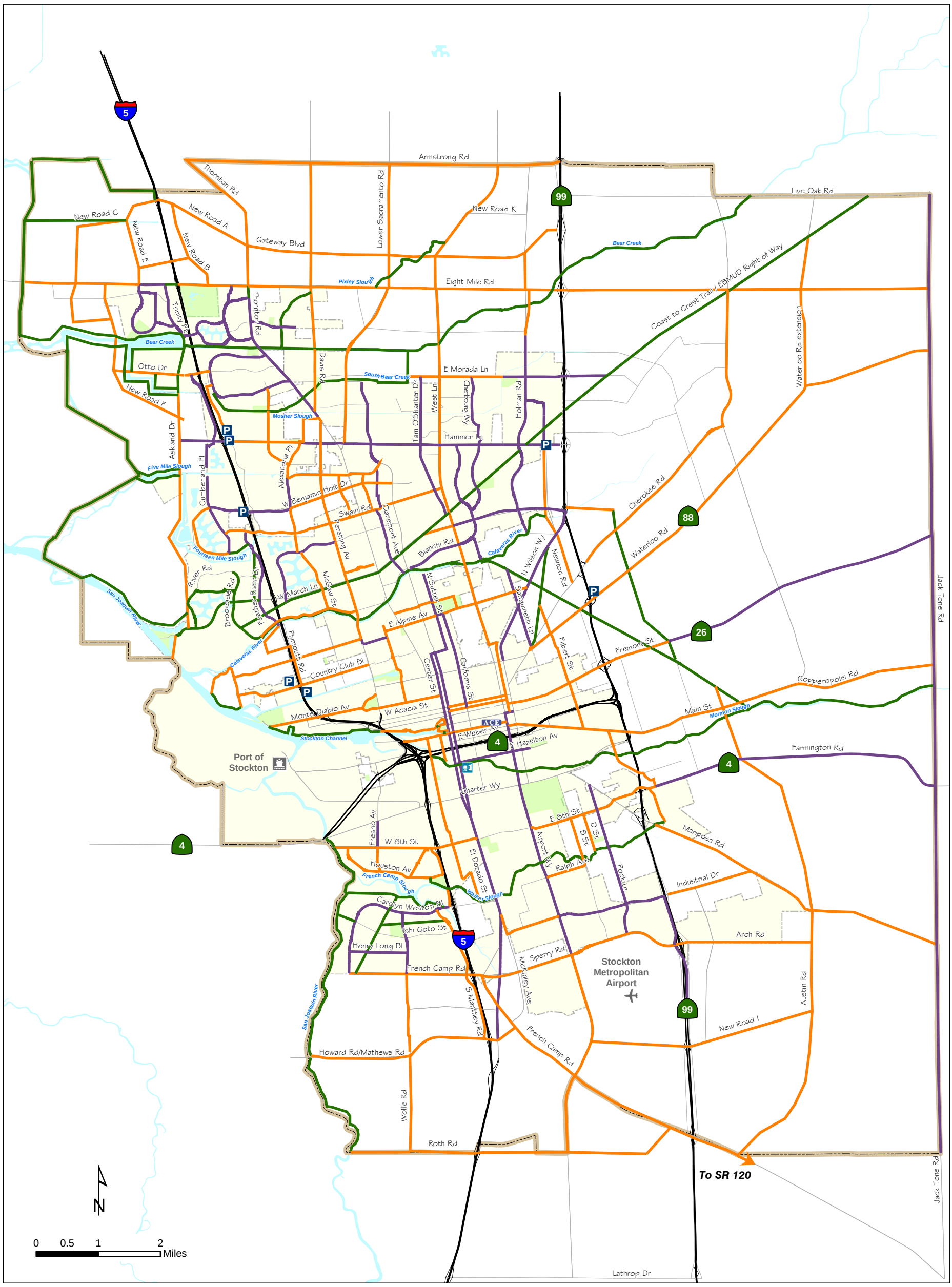
5 California Department of Transportation, Highway Design Manual, Chapter 1000, Bikeway Planning and Design, September 2006.

Five bicycle/pedestrian bridges were assumed in the total costs. A unit cost of $230 per square foot was used for each. However, bridge costs will vary significantly depending on the location, the required structure and other features.

The bridges in the plan include:

- California Central Railroad at Stockton Diverting Canal
- Stockton Channel: MacLeod Park to Weber Point
- Stockton Channel: Weber Point to Weber Avenue
- Sutter Street at the Calaveras River
- Van Buskirk Park at Duck Creek/Walker Slough

The complete recommended future network is shown on Figure 8.




**LEGEND**

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

# FIGURE 8 - FUTURE BIKEWAY NETWORK

CITY OF STOCKTON

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*October 2007*

## FUNDING SOURCES

This section discusses the various sources of bikeway improvement financing. These include roadway-associated sources, park-associated sources, and general sources. The sources have been organized into three groups: Federal sources, State sources, and Local sources. The following discussion covers how each financing mechanism works and, if applicable, how each financing mechanism has been used historically in Stockton.

Federal Funding Sources

The following federal sources may be available to implement bicycle projects:

***Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)***. SAFETEA-LU provides funding for roads, transit, safety, and environmental enhancements. These are generally state and local improvements for highways and bridges that accommodate additional modes of transit. Improvements include publicly owned intercity facilities and pedestrian and bicycle facilities. Cities, counties, and transit operators can apply for SAFETEA-LU funds. An 11.5 percent local match is required for these funds. There are several bicycle-related programs funded through SAFETEA-LU. These include the following:

- ***Surface Transportation Program Fund, Section 1108 (STP)*** – STP funds are block grant funds that are used for roads, bridges, transit capital, and bicycle projects. Eligible bicycle projects include bicycle transportation facilities, bike parking, equipment for transporting bicycles on mass transit, bike-activated traffic control devices, preservation of abandoned railway corridors for bicycle trails, and improvements for highways and bridges. SAFETEA-LU allows the transfer of funds from other SAFETEA-LU programs to the STP Fund. Cities, counties, metropolitan planning organizations (MPO), and transit operators can apply for STP funds. An 11.5 percent local match is required for these funds when used for bicycle projects.

- ***Congestion Mitigation and Air Quality Improvement Program, Section 1110 (CMAQ) –*** CMAQ funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 Federal Clean Air Act Amendments. Projects must be located within jurisdictions in non-attainment areas. Eligible projects include bicycle facilities intended for transportation purposes, bicycle route maps, bike-activated traffic control devices, bicycle safety and education programs, and bicycle promotional programs. Cities, counties, MPO, state, and transit operators can apply for SAFETEA-LU funds. An 11.5 percent local or state match is required for these funds.

- ***Transportation Enhancement Activities (TEA)*** – The TEA Program is a 10 percent fund set aside from the STP. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. This program has 12 activities that are eligible for funding. Two enhancement activities are specifically bicycle related: 1) provision of facilities for bicyclists, and 2) preservation of abandoned railway corridors (including the conversion and use thereof for bicycle trails). Local, regional, and state public agencies, special districts, non-profit and private organizations can apply for TEA funds. Cities, counties, or transit operators must sponsor and administer the proposed projects. An 11.5 percent local match is required for these funds.

- ***Safe Routes to School (SR2S)*** – The Safe Routes to Schools Program funds projects that improve pedestrian and bicycle access and safety around primary and middle schools. The SR2S Program is currently funded at $612 million over five Federal fiscal years (FY 2005-2009) and is administered by State Departments of Transportation (DOTs). The purposes of the program are:

    - to enable and encourage children, including those with disabilities, to walk and bicycle to school
    - to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
    - to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).

- ***National Recreational Trails Program*** – Funds are available for recreational trails for use by bicyclists and other non-motorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). Projects include development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property, and construction of new trails. Private individuals/organizations, cities, counties, and other governmental agencies can apply for these funds. There are no specific local match requirements for these funds.

- ***National Highway System Fund (NHS)*** – NHS funds provide for an interconnected system of principal arterial routes. The goal of the program is to afford access to major population centers, international border crossings, and transportation systems, to meet national defense requirements, and to serve interstate and inter-regional travel. This travel includes access for bicyclists. Facilities must be located and designed pursuant to an overall plan developed by

each metropolitan planning organization (MPO) and state, and incorporated into the RTP. Both state and local governments can apply for NHS funds. A 20 percent local or state match is required for these funds.

- ***National Highway Safety Act, Section 402*** – The Highway Safety Program is a non-capital safety project grant program under which states may apply for funds for certain approved safety programs and activities. There is a priority list of projects for which an expedited funding mechanism has been developed; bicycle safety programs have been included on this list. Eligible states must adopt a Highway Safety Plan (HSP) reflecting state highway problems. Eligible projects include bicycle safety programs, program implementation, and identification of highway hazards. State departments, cities, counties, and school districts may apply for these funds. No local match is required.

- ***Transit Enhancement Activity, Section 3003*** – The Transit Enhancement Activity fund can be used for bicycle access to mass transportation, including bicycle storage facilities and installation of equipment for transporting bicycles on mass transportation vehicles. Regional transportation planning agencies, state, and local agencies may apply for these funds. A 5 percent local match is required for these funds.

- ***Section 3 Mass Transit Capital Grants*** – This fund can be used for mass transit station access including bicycle access, bicycle parking facilities, bicycle racks, and other equipment for transporting bicycles on transit vehicles. States, regional, and local governments as well as transit operators can apply for these funds. A 10 percent local match is required for bicycle related projects using these funds.

- ***Bridge Repair and Replacement Program (BRRP)*** – BRRP funds are available for bridge rehabilitation and replacement. When a highway bridge deck is being replaced or rehabilitated with federal funds, the bridge deck must provide bicycle accommodations, if access is not fully controlled. Bridge projects must be incorporated into the Regional Transportation Improvement Program (RTIP). Cities may apply for these funds. No local match is required specifically for bicycle accommodations.

State Funding Sources

The following State of California sources provide funding that could be applicable for the City of Stockton:

***California's Bicycle Transportation Account (BTA)*** – The BTA is an annual program that is available for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects which benefit bicycling for commuting purposes.

***Environmental Enhancement and Mitigation (EEM) Program*** – This program benefits bicycle projects that offset environmental impacts of new or modified transportation facilities. Local and non-profit agencies can apply for these funds. There is no local match required.

***Safe Routes to School (SR2S)*** – In California, State legislation dedicates one third of federal Surface Transportation Safety set-asides to local Safe Routes to School programs. This funding now translates to between $25 and $40 million annually for local programs. The program has additional limitations, including a required 10 percent local match and a maximum reimbursement for any single project of $450,000.

Safe Routes to School funds are targeted for projects that improve pedestrian and bicycle access to schools, including on- and off-street facilities and crossing improvements. SR2S funds can pay for engineering, right-of-way, construction, and public education and outreach (when related to a construction project). Applicants must demonstrate local support and the project's relationship to a Safe Routes to School plan. Cities and counties are eligible for funding, which is distributed as a grant.

***Office of Traffic Safety (OTS)*** – OTS provides grants for safety programs such as bicycle rodeos for schools and community groups, bicycle helmet distribution and fittings, and court diversion courses for those violating the bicycle helmet law. Other programs target high-risk populations with multicultural public education addressing safer driving and bicycling behaviors.

***Transportation Development Act (TDA) Article III*** – TDA funds are state block grants awarded annually to local jurisdictions for bicycle projects in California. These funds originate from the state sales tax and are distributed to local jurisdiction based on population.

***Transportation Funds for Clean Air (TFCA, formerly AB 434)*** – TFCA funds are available for clean air transportation projects, including bicycle projects, in California.

***Flexible Congestion Relief (FCR) Program*** – This program is designed to reduce congestion on major transportation corridors by adding capacity to roadways. These funds can be used for bikeway projects if they are consistent with the RTP and included in the RTIP. There is no local match required for these funds.

***State Highway Operations and Protection Program (SHOPP)*** – This program is state-funded and used by Caltrans to maintain and operate state highways. Local jurisdictions are encouraged to work with Caltrans to help define projects, including bikeway projects on state highways.

Local Funding Sources

***Park Development/Quimby Fees.*** The Quimby Act (Government Code Section 66477) provides that a county or city may, by ordinance, require the dedication of land or impose mitigation fees on residential subdivisions as a means of providing park and recreation facilities to serve the subdivision's expanded population. The City of Stockton currently charges a park fee, which covers both land acquisition and park development. Although Stockton has not used its park development fees to fund bikeway improvements, the park fee program could be modified to include bikeway funding in the future.

***Landscaping and Lighting Districts (L&L).*** The Landscaping and Lighting Act of 1972 permits the installation, maintenance and servicing of landscaping and lighting through annual assessments on real property benefiting from the improvement. The act also permits construction and maintenance of appurtenant features including curbs, gutters, bike paths, walls, sidewalks or paving, and irrigation or drainage facilities. A major advantage of L&Ls is that they can be established on a protest proceedings basis rather than with a two-thirds vote of the registered voters. In addition, the bond issuance costs are lower on L&L assessment bonds than on Mello-Roos CFD bonds.

The City of Stockton has several L&L districts. In the past, L&L Districts have funded maintenance of recently constructed bikeways. Due to the overall cost of maintaining the proposed bikeway projects, it is likely that L&L districts will need to remain in a role of funding bikeway maintenance.

***Measure K.*** San Joaquin County voters approved Measure K in 1990 to fund transportation projects through a half-cent sales tax increase, and voted to renew Measure K in November of 2006. The Stockton Parks and Recreation Department was awarded Measure K funding for the French Camp Slough and Bear Creek/Little Bear Creek paths. Between 2007 and 2011, SJCOG anticipates funding $1,200,000 in bicycle projects throughout the County with Measure K funds.

***Road Fees.*** The City of Stockton charges an impact fee on new development for roadway improvements. A portion of these funds may be used for Class II and III bikeway improvements as part of the overall capacity improvements on roads included in the fee program.

***A.B. 2766 and SB 709 (also known as Remove II).*** Vehicle registration fees in the San Joaquin Valley Unified Air Pollution Control District include $5.00 per year to mitigate poor air quality in the air basin. These funds are converted into programs for transit, bikeways, alternative fuels, public awareness campaigns, ride share, etc. The 2005-6 funding from DMV surcharges was $3.7 million, with bikeways garnering approximately 10 percent of these funds overall. In 2005-06, the City received close to $750,000 in Remove II funds for twelve bicycle infrastructure projects. Revenues will increase with population and the uniform application of the registration fee in all eight counties, though funding for bikeways varies based on District priorities. Funds are allocated

through the San Joaquin Valley Air Pollution Control District through a competitive project application process.

***Exactions/Conditions of Approval.*** Recent development projects such as Brookside and Weston Ranch have provided bikeway improvements within their projects, and the City will continue to expect bicycle-related improvements as part of major new development projects. However, this type of financing will only work within new development areas. It cannot provide financing for citywide bikeway improvements.

***Homeowner Associations.*** Homeowner Associations are often a source of bikeway maintenance funds.

## Monitoring and Marketing

This section outlines various actions recommended in support of the bicycle improvements.

### *Monitoring*

City staff should coordinate all monitoring activities of the Plan and hold regular meetings with those involved. Some monitoring activities are listed below.

- Plan Review: Roadway improvement plans should be reviewed to ensure that bikeway segments and related improvements are implemented, developer impact fees are identified (if applicable), and design standards are met. The review should also include an assessment of impacts to existing bicycle safety, access, and mobility and strategies to mitigate any impacts.

- Collision Monitoring: Bicycle-related collision data should be collected annually from the Police Department and tabulated to show patterns by location and collision type.

- Public Involvement: City staff should continue to provide interested residents with materials, information, and other support as the system is being implemented. For any Capital Improvement Program (CIP) projects that involve bicycle facilities, the City should provide notices and outreach to local bicycle clubs and organizations.

- Maintenance: The Parks and Recreation Department should be responsible for the annual maintenance and operations budget. The Department should keep track of long term path maintenance, schedule repairs, and respond to calls from the public or staff regarding maintenance needs.

- Funding Monitoring: City staff should work closely with various funding agencies such as SJCOG and Caltrans to keep abreast of funding opportunities and to follow up on applications to ensure maximum success.
- Operations Monitoring: The Police Department should working in cooperation with the Flood Control District and other entities to be provide the needed enforcement along City bike paths. Problems regarding security, privacy, vandalism, and crime along bike paths should be addressed.
- Maintain surface conditions through periodic street sweeping to insure that existing and future bikeways are safe for bicyclists.

***Marketing***

This section addresses actions the City may take to increase awareness and use of its bikeway system. Increased commuter bicycling is often one of the goals of a local Transportation Demand Management (TDM) program. One of the first steps is to identify and contact those local organizations or departments that have mutual interests in promoting bicycling, such as a health organization like the American Lung Association or a regional ridesharing agency. Not only will this coordination help gather resources and support, it will also help identify innovative techniques that have been proven successful in the past. Some common marketing techniques are described below.

Maps and Brochures

Maps of the existing bikeway system could be produced by the City, possibly aided by advertising revenues from local bike shops and other retailers. The map should be small and inexpensive to reproduce and update, and it should include safety and other information (such as City numbers to call with maintenance problems). The maps should be distributed to all local bike shops, libraries, schools, and major employers. Brochures on bikeway improvements and requirements are also effective education and marketing strategies. The City of Portland produces brochures on bicycle parking requirements for local employers and bicyclists alike. Other specialty brochures might cover steps neighborhoods and elementary schools can take to improve bicycling conditions, or introduce types of incentive programs employers can offer to encourage employees to bicycle to work. Maps, brochures, and other information should be posted on the City's website and provided to regional transportation organizations such as SJCOG for promotion on their websites.

Bicycle Safety Program

Bicycle safety programs can also benefit marketing efforts. By educating the public about riding safely and properly, the City can promote bicycle riding in a positive manner. The City currently has a bicycle safety program that includes bicycle "rodeos" at elementary schools which cover bike fit, helmet use and fit, and riding skills. Safe

Moves, a state-wide non-profit organization, has devised a bicycle safety education program for school children and senior adults and could help offer school workshops, bicycle registration, helmet inspection, traffic assessment skills, and additional bicycle rodeos for Stockton residents.

## PROJECT PRIORITIZATION AND FINANCING CONSIDERATIONS

This section presents the recommended bikeway improvements for implementation over the next three to five years based on a ranking of all the projects. Bikeway facility costs are reviewed, a suggested financing strategy for the bikeway plan is presented, and bikeway maintenance financing is considered.

### Project Prioritization

In order to prioritize the bikeway improvements for implementation, each bikeway project in the plan was reviewed and rated low, medium, high, or very high on each of the following three criteria:

- Potential to connect existing routes and correct existing deficiencies, including safety and access issues (E);
- Ability to serve existing attractors including employment, retail, and recreational attractors (A); and
- Support from the public and the City (S), as documented in the 1994 Bikeway Plan, the 2007 RTP, and the Public Works Department's funded projects list.

Each project was scored based on these rankings, with 4 points given for "very high," 3 points for "high," 2 points for "medium" and 1 point for "low," and a total score was calculated.

The projects that score the highest should be subjected to a second tier screening using established criteria to determine funding availability. These criteria include:

- Project Readiness
  - Environmental Review
  - Design
  - Right-of-Way Requirements
- Cost Effectiveness/Reasonable Cost
- Potential to Receive Local, State or Federal Funding

A project evaluation sheet can then be prepared for each of the selected projects. Projects that score the highest in the second tier screening can then be rated using the appropriate evaluation forms for a particular funding source.

The project ranking sheets are found in Appendix D. The projects that had a total score of 8 or more (out of a maximum of 12) are listed in Table 7 along with the project reference number. The priority projects are also listed in Appendix E.

**TABLE 7**
**STOCKTON BIKEWAY FACILITIES: PRIORITY PROJECTS**
**(RANKED BY SCORE)**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost | Total Score |
|---|---|---|---|---|---|---|
| I.16 | Duck Creek/Walker Slough | Houston Avenue/Colorado Avenue to Stagecoach Road | 4.8 | $4,588,166 | $47,800 | 10 |
| I.23 | EBMUD corridor | March Lane to West Lane | 0.6 | $330,000 | $5,500 | 10 |
| I.24 | EBMUD corridor | Lorraine Avenue to Holman Road | 0.9 | $552,000 | $9,200 | 10 |
| I.28 | Stockton Diverting Canal | Cherokee Road to Mormon Slough | 3.4 | $2,010,000 | $33,500 | 10 |
| II.27 | Center Street | Cleveland Street to El Dorado Street | 2.8 | $210,000 | $23,800 | 10 |
| II.28 | El Dorado Street | Cleveland Street to Hazelton Avenue | 1.8 | $137,250 | $15,555 | 10 |
| II.34 | Airport Way | Miner Avenue to Sperry Road/Arch Airport Road | 4.1 | $309,000 | $35,020 | 10 |
| II.9 | Pershing Avenue/Mendocino Avenue | Alpine Avenue to Kensington Way | 0.5 | $37,500 | $4,250 | 10 |
| III.5 | Eight Mile Road | I-5 to Jack Tone Road | 12.1 | $60,400 | $12,080 | 10 |
| I.11 | Calaveras River | Ijams Road to Maranatha Drive | 1.5 | $876,000 | $14,600 | 9 |
| I.7 | Mosher Slough | Estate Drive to Thornton Road | 1.7 | $1,002,000 | $16,700 | 9 |
| II.18 | Thornton Road | Bear Creek to Pershing Avenue | 1.5 | $110,250 | $12,495 | 9 |
| II.21 | Claremont Avenue | Swain Road to the Calaveras River | 1.2 | $86,250 | $9,775 | 9 |

**TABLE 7**
**STOCKTON BIKEWAY FACILITIES: PRIORITY PROJECTS**
**(RANKED BY SCORE)**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost | Total Score |
|---|---|---|---|---|---|---|
| II.22 | Tam O'Shanter Drive | Morada Lane to EBMUD Corridor | 2.3 | $174,750 | $19,805 | 9 |
| III.15 | Brookside Road | Along Calaveras River to Pershing Avenue | 1.7 | $ 8,450 | $1,690 | 9 |
| III.47 | Lower Sacramento Road | Armstrong Road to Hammer Lane | 4.7 | $23,600 | $4,720 | 9 |
| III.48 | West Lane | Armstrong Road to East Morada Lane | 3.8 | $18,900 | $3,780 | 9 |
| I.25 | EBMUD corridor | SR 99 to General Plan northern boundary | 6.0 | $3,600,000 | $60,000 | 8 |
| I.3 | Eight Mile Road | Trinity Parkway to I-5 | 0.2 | $120,000 | $2,000 | 8 |
| I.8 | South Bear Creek | Lower Sacramento Road to Bear Creek | 1.3 | $762,000 | $12,700 | 8 |
| II.19 | El Dorado Street | South Bear Creek to Lincoln Road | 1.4 | $108,000 | $12,240 | 8 |
| II.29 | Sutter Street | Calaveras River to Cleveland Street | 1.3 | $1,660,423 | $10,880 | 8 |
| II.4 | Hammer Lane | Alexandria Place to Lower Sacramento Road | 0.7 | $53,250 | $6,035 | 8 |
| III.10 | West Lincoln Road | Alexandria Place to El Dorado Street | 1.6 | $7,950 | $1,590 | 8 |
| III.13 | Swain Road | Harrisburg Place to Inglewood Avenue | 1.0 | $5,000 | $1,000 | 8 |
| III.36 | Sperry Road/Arch Airport Road/Arch Road | French Camp Road to Austin Road | 5.8 | $28,800 | $5,760 | 8 |

**TABLE 7**
**STOCKTON BIKEWAY FACILITIES: PRIORITY PROJECTS**
**(RANKED BY SCORE)**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost | Total Score |
|---|---|---|---|---|---|---|
| III.54 | Don Avenue/Meadow Avenue | South Bear Creek to Alexandria Place | 1.1 | $5,300 | $1,060 | 8 |
| III.55 | Thornton Rd/Cortez Avenue/Balboa Avenue/Alexandria Place | Pershing Avenue to Meadow Avenue | 1.2 | $5,950 | $1,190 | 8 |
| III.75 | South Wolfe Road | French Camp Road to Roth Road | 2.8 | $14,200 | $2,840 | 8 |
| III.78 | French Camp Road | Carolyn Weston Boulevard to Austin Road | 7.6 | $38,000 | $7,600 | 8 |
| | | ***TOTAL*** | ***81.1*** | ***$16,943,390*** | ***$395,165*** | |

These priority projects will be the focus of near-term funding efforts. The funding strategy, described in the next section, will discuss the most likely funding sources for these priority projects. The capital cost of priority projects by facility type is shown in Table 8.

**TABLE 8**
**PRIORITY PROJECT COSTS BY FACILITY TYPE**

| Class | Capital Cost |
|---|---|
| I | $13,840,000 |
| II | $2,887,000 |
| III | $217,000 |
| **Total** | **$ 16,944,000** |

Financing Strategy

Financing bikeway projects is not easy in this age of limited revenue sources and increasing transportation financing needs. Therefore, financing bikeway facilities should be focused on the following areas:

- State and federal funding sources dedicated for bikeways
- Local vehicle registration fees dedicated to vehicle emissions reduction projects
- New development exactions for bikeways that link to existing facilities to provide a coherent bikeway commuter system
- Park development fees applied to new development

***Capital Facilities***

Construction of new capital facilities is supported by a number of potential funding programs, as well as through local funds such as fees and exactions. Table 9 shows sources of funding for bikeway projects by their funding potential. Based on this table, the funding strategy for the first priority bikeway projects may include the following:

1. Include bikeway projects in the City's Capital Improvements Program and define bike facilities in order to be competitive for the widest variety of funding options.
2. Define Class I facilities that could be included in a park development fee and Class II and III facilities and support facilities (e.g., bicycle parking) that could be included in traffic fees as alternatives to auto transportation. As part of this effort, the City could develop bicycle and pedestrian-related impact criteria as part of the review process for new development.
3. Package bike facilities with local roadway projects in order to maximize competitiveness for regional funding (e.g., STP and EEM programs). This is required for all projects with Federal funding, as outlined in the Federal Highway Administration's Joint Statement on ***Accommodating Bicycle and Pedestrian Travel: A Recommended Approach.***
4. Consider broad-based funding options for Class I facilities if regional funding sources prove inadequate to fund the priority projects. These could include a citywide L&L District, Mello-Roos CFD, or Assessment District.
5. Bicycle License Program and Fees.

### *Operating Costs*

Maintaining and operating the proposed bikeway system is a significant cost to the City on an annual basis. The greatest cost will be incurred for Class I facilities; however, Class II and III facilities also require substantial maintenance, specifically as it relates to more frequent street cleaning requirements.

Funding for annual maintenance should not be overlooked when determining the timing and extent of bikeway facilities that are constructed. The funding options for maintenance are more limited than those for capital investment. However, the following sources could be considered for maintenance of bikeway facilities:

1. Develop citywide L&L district to fund street and sign maintenance associated with bikeways.

2. Use existing City sources for maintenance on roads with bikeways.

3. Use Local Transportation Fund (LTF) set-aside for a portion of the street maintenance. However, this limits planning and other LTF funds for pedestrian/bikeways.

4. Identify and implement alternative maintenance programs, such as an “Adopt A Bikeway” program and the use of Alternative Works Program (AWP) workers.

5. Sale of unclaimed bicycles. Policy changes would be necessary to implement this.

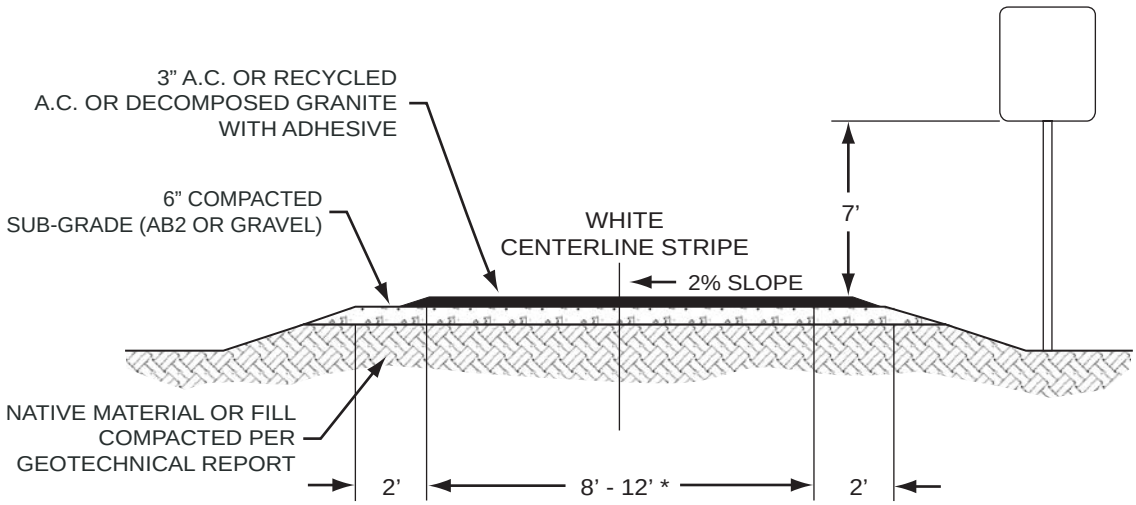
**TABLE 9**
**STOCKTON BIKEWAY PLAN**
**SUMMARY OF FUNDING OPTIONS**

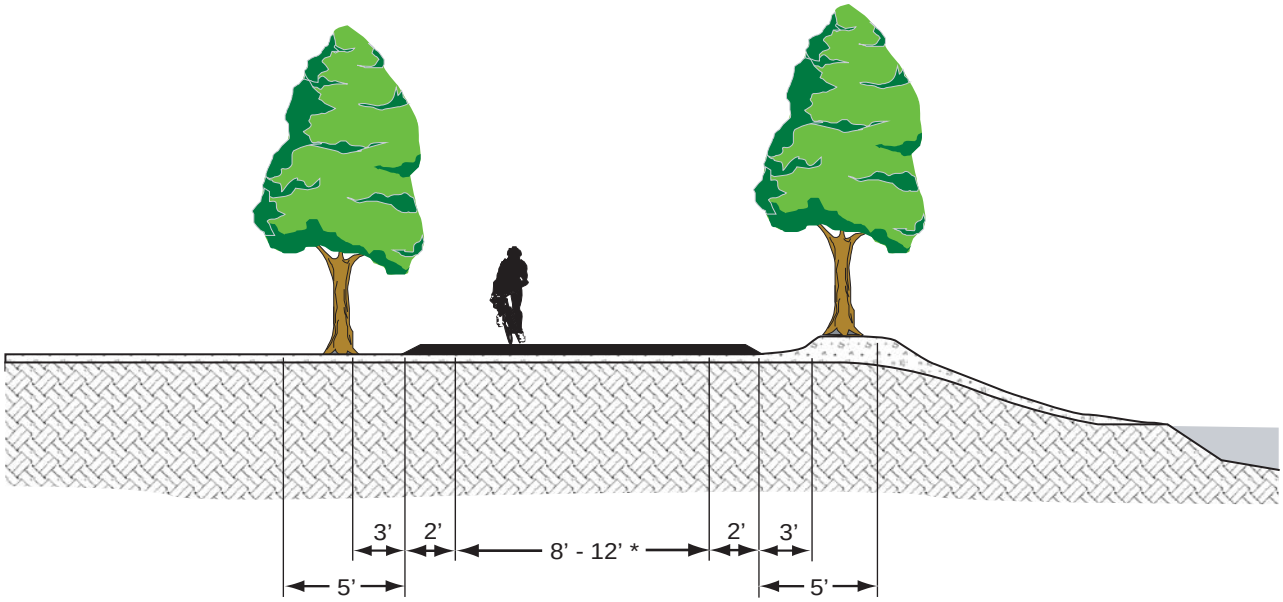
| | | Funding Source | Bikeway Class Application | Institutional Issues / Impediments |
|---|---|---|---|---|
| Potential for Funding | High | **Federal** | | |
| | | Surface Transportation Program (STP) | All Classes | 60% for roadway; 40% on a competitive bid process countywide. |
| | | Congestion Management & Air Quality Mitigation (CMAQ) | Class II & III | For projects showing direct air quality benefit; cannot be used for roadway capacity. Highly competitive within the county. |
| | | Transportation Enhancement Activities (TEA) | All Classes | Based on competitive bid basis on statewide formula allocation of STP funds. |
| | | Recreational Trails Program | Class I | Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). |
| | | Safe Routes to School | All Classes | For projects that improve bicycle access and safety to schools and around school areas. |
| | | **State** | | |
| | | Bicycle Transportation Account (BTA) | All Classes | Grants available, primarily for projects that benefit bicycle commuting. |
| | | Safe Routes to School | All Classes | For projects that improve bicycle access and safety to schools and around school areas. |
| | | Transportation Development Act (TDA) Article III | All Classes | Distributed to local jurisdictions based on population. |
| | | Environmental Enhancement (EEM) | All Classes | Used to remedy site impacted by new/improved transportation facilities. Maximum of $500,000 per application request. |
| | | **Local District** | | |

| | | | |
|---|---|---|---|
| | Measure K | All Classes | 3-year funding cycle. SJCOG anticipates funding $1,200,000 in bicycle projects throughout the County between 2007 and 2011 with Measure K funds. |
| | TDA Local Transportation Fund | All Classes | May be used on limited basis to match state and federal programs. Primary use is to fund transit operations. Bikeways may be funded from 2% bikeway/pedestrian set-aside. |
| | Development Mitigations / Fees (Park Fees, Road Fees, Conditions of Approval) | All Classes | Charged on new development or negotiated as a part of a development project. |
| **Medium** | **State/Local District** | | |
| | National Highway System Fund (NHS) | Class II & III | Facilities must be incorporated into the RTP. A 20 percent local or state match is required. |
| | Transportation Funds for Clean Air (TFCA) | All Classes | Local agencies can apply for funding either directly to the Air District for Regional Funds, or to the County Program Manager Fund via the CMA in the respective county. |
| | Office of Traffic Safety (OTS) | Safety and Education programs | Grants available for safety programs (e.g., helmet distribution). |
| **Low** | **State and Federal** | | |
| | Transit Enhancement Activity, Section 3003 | All Classes; bicycle parking; equipment for transporting bicycles on transit vehicles | A 5 percent local match is required. |
| | Section 3 Mass Transit Capital Grants | All Classes; bicycle parking; equipment for transporting bicycles on transit vehicles | A 10 percent local match is required. |
| | National Highway Safety Act | Bicycle safety programs | Eligible states must adopt a Highway Safety Plan (HSP) reflecting state highway problems. |
| | Bridge Repair and Replacement Program (BRRP) | Bicycle accommodation on bridges | Bridge projects must be incorporated into the Regional Transportation Improvement Program (RTIP). |
| | Flexible Congestion Relief (FCR) Program | Class II & II | Projects must be consistent with the RTP and included in the RTIP. |

| | | |
|---|---|---|
| State Highway Operations and Protection Program (SHOPP) | Class II & II | For bikeway projects on state highways. |
| **Local** | | |
| Special Districts (Assessment Districts & Community Facility Districts) | Class I & II | Potential if facilities needed for development mitigation or in lieu of fees. |
| Motor Vehicle Fees/Remove II | All Classes | Estimated amount for bikeways district wide on competitive basis. |
| Homeowners Associations | Class I | Most likely used for maintenance. |
| Landscape & Lighting District (L&L) | Class I | Instituted on a protest-proceeding basis. Most likely used for maintenance. |

# APPENDIX A
# Design Guidelines




* 8' minimum; 12' preferred



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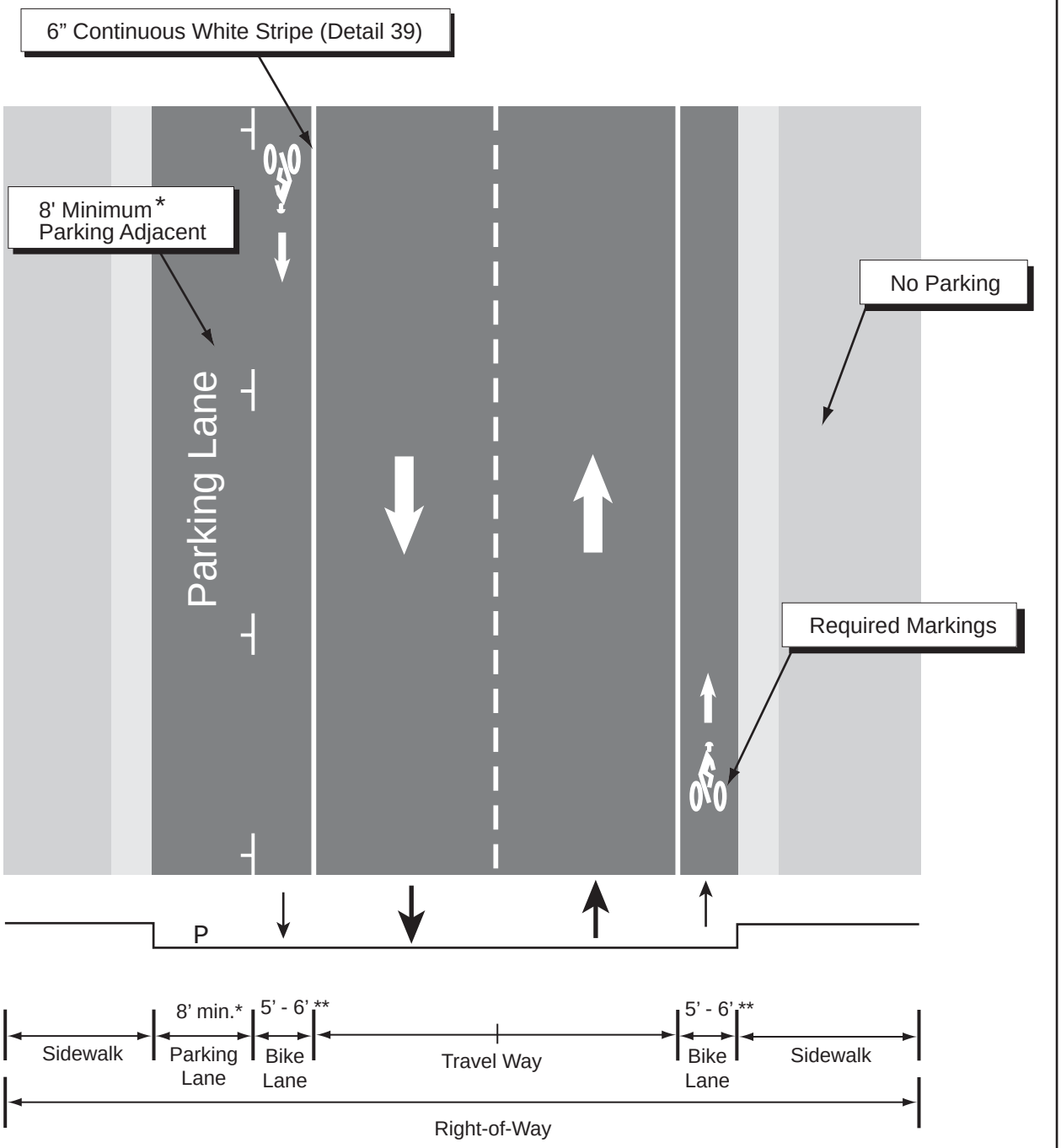
**TYPICAL CLASS I RECREATIONAL BIKE PATH**

**FIGURE A-1**




TYPICAL SIGNING


R81

* Where parking lane is less than 8', a 4" edge line or parking Tees are recommended between parking lane and bike lane.

** 5’ minimum; 6’ preferred

**Stockton Bikeway Plan**

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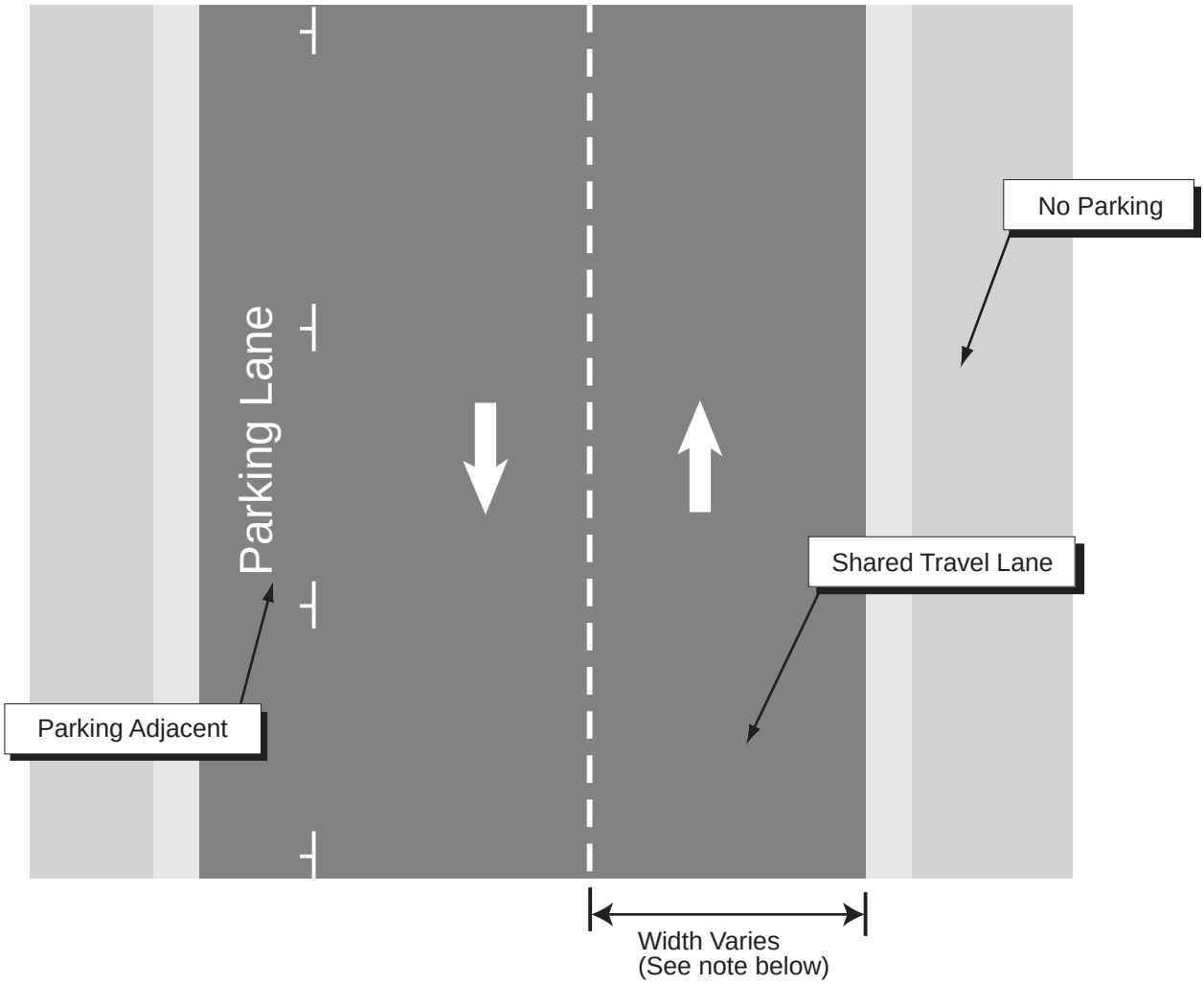
**TYPICAL CLASS II BIKE LANES**

**FIGURE A-2**




TYPICAL SIGNING


D-11-1


W16-1

NOTE:
Bike route width varies. 14' is desirable for a shared lane.



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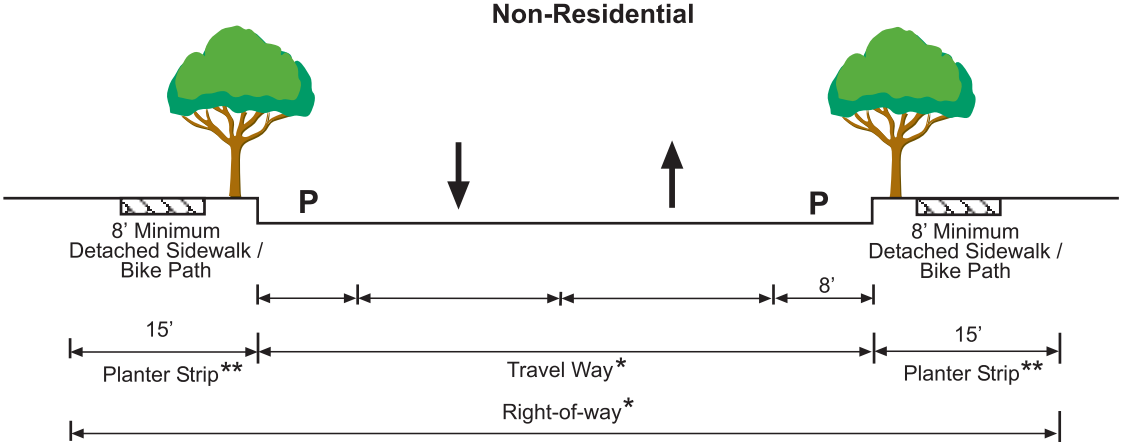
**TYPICAL CLASS III BIKE ROUTE**

**FIGURE A-3**

## COLLECTOR STREETS

### Non-Residential



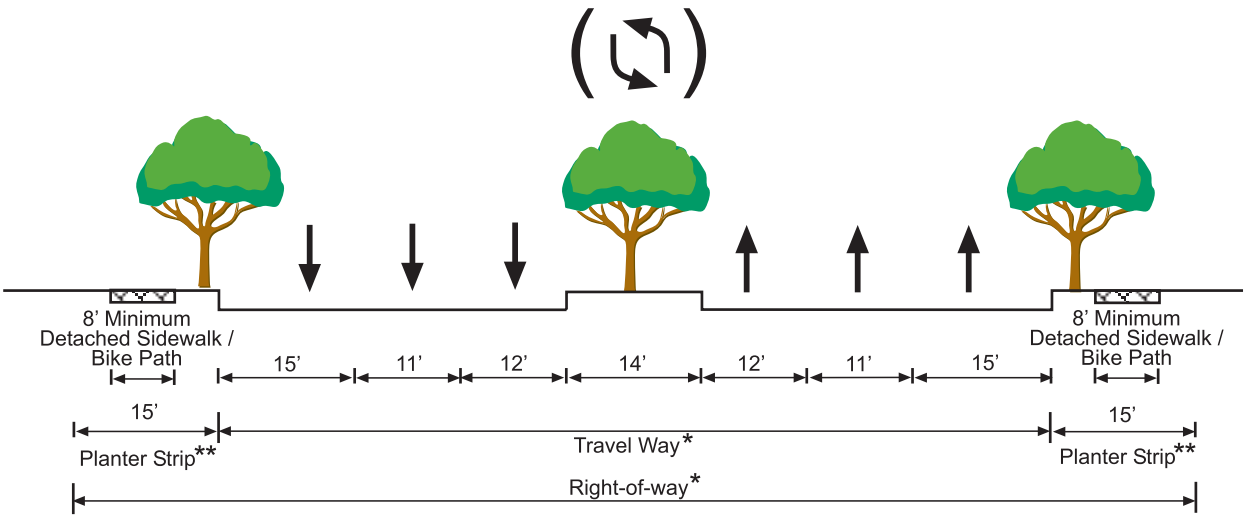

* Width varies based on street type.

** Width includes vertical curb.

**P** = Parking; may not be available on all streets.

## ARTERIAL STREETS

### Major Arterial




* Width varies based on street type; minor arterials have four lanes instead of six.

** Width includes vertical curb.



**TYPICAL CLASS III SIDEWALK BIKE PATH**

**FIGURE A-4**

# APPENDIX B
# Bicycle Parking Ordinance and Design Guidelines

# Existing City of Stockton Bicycle Parking Ordinance

## 16-345.100 - Bicycle Parking Requirements and Development Standards

Bicycle parking facilities in parking lots shall be provided for nonresidential uses in the following manner. These standards shall not apply to parking districts.

A. **Number of spaces required.**

1. **Employee parking.** A minimum of one employee bicycle parking space for each 7,500 square feet of gross floor area, and a minimum of one visitor/short term parking space for each 10,000 square feet of gross floor area shall be provided.

2. **Customer parking.** For commercial uses, a minimum of one bicycle parking space shall be provided for each 40 vehicle parking spaces.

B. **Bicycle parking development standards.** Bicycle parking areas shall be designed and provided in the following manner:

1. **Parking racks.** Each bicycle parking space shall include a stationary parking device of a design approved by the City;

2. **Parking layout.**

a. **Aisles.** Access aisles to bicycle parking spaces shall be at least five feet in width.

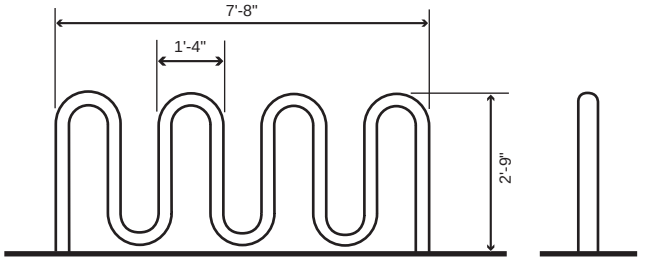
b. **Spaces.** Each bicycle space shall be a minimum of two feet in width and six feet in length and have a minimum of seven feet of overhead clearance.

c. **Relationship to structure entrances.** Bicycle spaces shall be conveniently located and generally within proximity to the main entrance of a structure and shall not interfere with pedestrian access.

d. **Relationship to motor vehicle parking.** Bicycle spaces shall be separated from motor vehicle parking spaces or aisles by a fence, wall, or curb, or by at least five fee of open area, marked to prohibit motor vehicle parking.

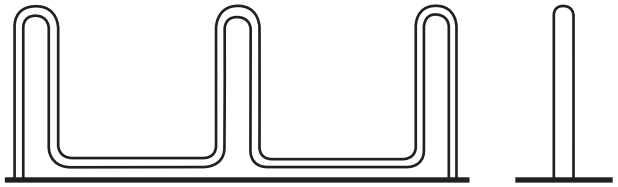
3. **Signs.** Where bicycle parking areas are not clearly visible to approaching cyclists, signs shall be provided to indicate the locations of the facilities.

WAVE RACK



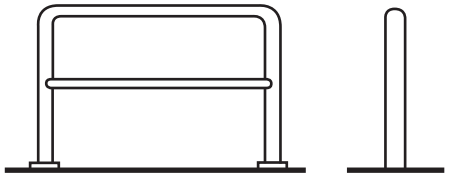

PROFILE VIEW SIDE VIEW

WAVE VARIATION RACK



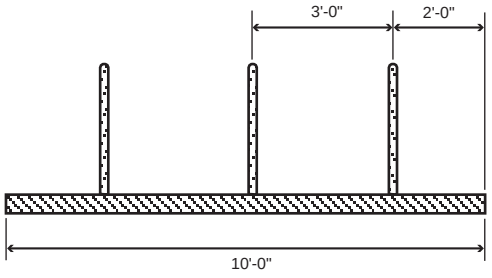
PROFILE VIEW SIDE VIEW

HORSE-RAIL RACK

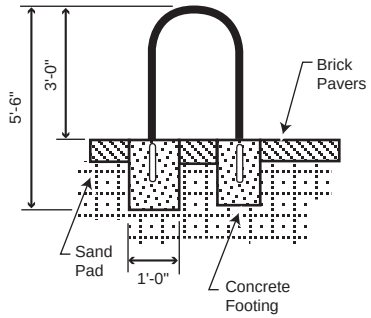


PROFILE VIEW SIDE VIEW

INVERTED-U RACK




PROFILE VIEW




SIDE VIEW



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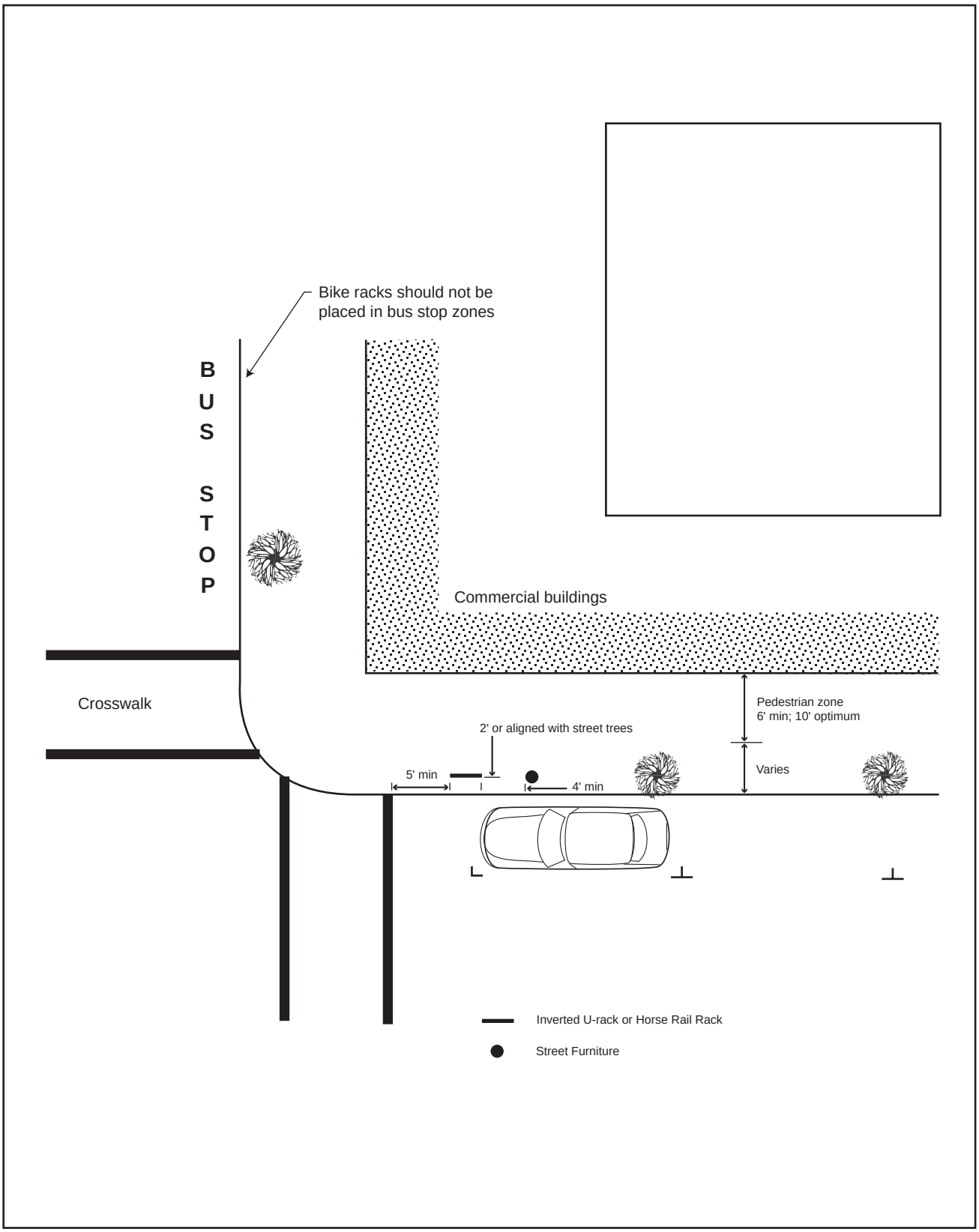
**TYPICAL BIKE RACK DETAILS**

**FIGURE B-1**




Stockton Bikeway Plan

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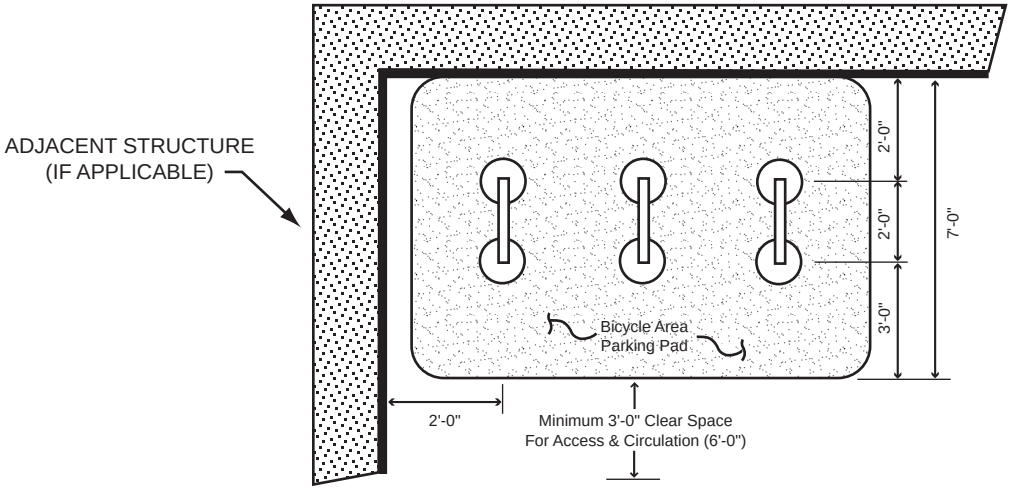
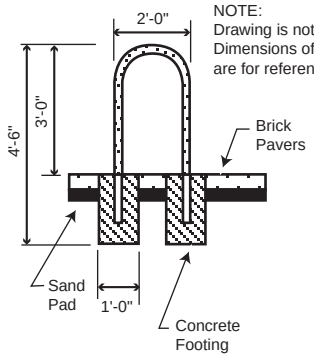
## OPTIONS FOR BIKE PARKING ON SIDEWALKS

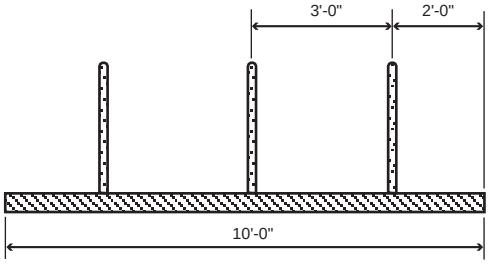
## FIGURE B-2




PLAN VIEW




SIDE VIEW




PROFILE VIEW



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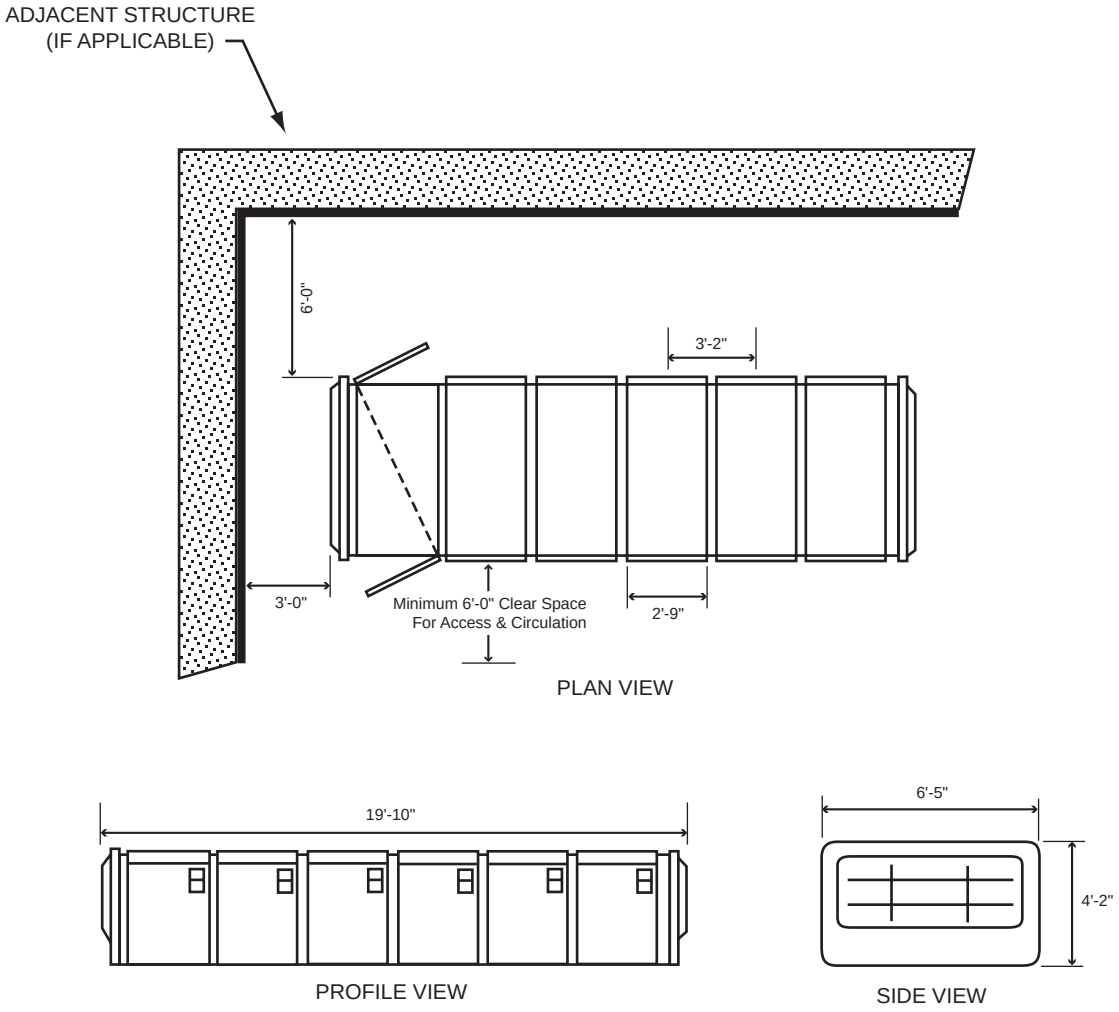
**OPTIONS FOR PLACEMENT OF INVERTED U-RACK**

**FIGURE B-3**



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**OPTIONS FOR PLACEMENT OF BICYCLE LOCKERS**

**FIGURE B-4**

# APPENDIX C
# Proposed Bikeway Projects: Capital and Maintenance Costs

**STOCKTON BIKEWAY FACILITIES**

**CLASS I PATHS**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| ***East-West Paths*** | | | | | |
| I.1 | Western Slough path | I-5 to Fourteen Mile Slough | 2.47 | $1,482,000 | $24,700 |
| I.2 | Western Slough path | New Road E to Fourteen Mile Slough | 1.61 | $966,000 | $16,100 |
| I.3 | Eight Mile Road | Trinity Parkway to I-5 | 0.2 | $120,000 | $2,000 |
| I.4 | Bear Creek | Otto Drive extension to beginning of existing path | 1.09 | $654,000 | $10,900 |
| I.5 | Bear Creek | Lower Sacramento Road to northern General Plan boundary | 7.58 | $4,548,000 | $75,800 |
| I.6 | Western Slough path | Otto Drive extension south to Aksland Drive | 0.6 | $360,000 | $6,000 |
| I.7 | Mosher Slough | Estate Drive to Thornton Road | 1.67 | $1,002,000 | $16,700 |
| I.8 | South Bear Creek | Lower Sacramento Road to Bear Creek | 1.27 | $762,000 | $12,700 |
| I.9 | Five Mile Slough (north) | Fourteen Mile Slough to Aksland Drive | 0.74 | $444,000 | $7,400 |
| I.10 | Five Mile Slough (south) | Fourteen Mile Slough to Aksland Drive | 0.76 | $456,000 | $7,600 |
| I.11 | Calaveras River | Ijams Road to Maranatha Drive | 1.46 | $876,000 | $14,600 |
| I.12 | Fairway Drive | Stockton Channel south to Virginia Lane | 0.6 | $360,000 | $6,000 |
| I.13 | Stockton Channel | Monte Diablo Avenue to I-5 | 2.06 | $1,236,000 | $20,600 |
| I.14 | Stockton Channel Crossing | north leg: MacLoed Park to Weber Point | 0.05 | $1,768,166* | $500 |
| I.15 | Mormon Slough | Lincoln Street to Jack Tone Road | 8.91 | $5,346,000 | $89,100 |
| I.16 | Duck Creek/Walker Slough | Houston Avenue/Colorado Avenue to Stagecoach Road | 4.78 | $4,588,166* | $47,800 |
| I.17 | William Moss Boulevard | San Joaquin River to Carolyn Weston Boulevard | 0.31 | $ 186,000 | $3,100 |
| ***North-South Paths*** | | | | | |
| I.18 | Western Slough path | Fourteen Mile Slough to existing Bear Creek path | 2.85 | $1,710,000 | $28,500 |
| I.19 | Fourteen Mile Slough | Askland Drive (north) to Five Mile Slough | 5.49 | $3,294,000 | $54,900 |
| I.20 | Askland Drive | Bear Creek to Mosher Slough | 0.78 | $468,000 | $7,800 |
| I.21 | Thornton Road | Eight Mile Road to A.G. Spanos Boulevard | 0.19 | $114,000 | $1,900 |

**STOCKTON BIKEWAY FACILITIES**

**CLASS I PATHS**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| I.22 | Fourteen Mile Slough/San Joaquin River | Five Mile Slough to Askland Drive (south) | 4.94 | $2,964,000 | $49,400 |
| I.23 | EBMUD corridor | March Lane to West Lane | 0.55 | $330,000 | $5,500 |
| I.24 | EBMUD corridor | Lorraine Avenue to Holman Road | 0.92 | $552,000 | $9,200 |
| I.25 | EBMUD corridor | SR 99 to General Plan northern boundary | 6 | $3,600,000 | $60,000 |
| I.26 | California Central Railroad | Wilson Way to Sanguinetti Lane | 1.63 | $1,894,282* | $16,300 |
| I.27 | East Side Highway | March Lane to Stockton Diverting Canal | 2.68 | $1,608,000 | $26,800 |
| I.28 | Stockton Diverting Canal | Cherokee Road to Mormon Slough | 3.35 | $2,010,000 | $33,500 |
| I.29 | Stockton Channel Crossing | south leg: Weber Point to Weber Avenue | 0.05 | $1,768,166* | $500 |
| I.30 | San Joaquin River | SR 4 to Watercourse Street | 1.15 | $690,000 | $11,500 |
| I.31 | San Joaquin River | Henry Long Boulevard to Squall Way | 0.14 | $84,000 | $1,400 |
| I.32 | San Joaquin River | French Camp Road to Roth Road | 3.45 | $2,070,000 | $34,500 |
| | | ***TOTAL*** | ***70.3*** | ***$48,310,781*** | ***$703,300*** |

* Includes cost estimate for bridge.

**STOCKTON BIKEWAY FACILITIES**

**CLASS II LANES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| ***East-West Lanes*** | | | | | |
| II.1 | East Morada Lane | SR 99 to EBMUD right of way | 0.59 | $44,250 | $5,015 |
| II.2 | Inspiration Drive | Holman Road to Maranatha Drive | 0.29 | $21,750 | $2,465 |
| II.3 | Hammer Lane | Aksland Avenue to I-5 | 0.76 | $57,000 | $6,460 |
| II.4 | Hammer Lane | Alexandria Place to Lower Sacramento Road | 0.71 | $53,250 | $6,035 |
| II.5 | Hammer Lane/East Side Highway | Holman Road to SR 99 | 0.66 | $49,500 | $5,610 |
| II.6 | March Lane | West Lane to Montauban Avenue/Bianchi Road | 0.34 | $25,500 | $2,890 |
| II.7 | March Lane | Holman Road to SR 99 | 0.77 | $57,750 | $6,545 |
| II.8 | Bianchi Road | east of El Dorado Street to March Lane | 1.46 | $109,500 | $12,410 |
| II.9 | Pershing Avenue/Mendocino Avenue | Alpine Avenue to Kensington Way | 0.5 | $37,500 | $4,250 |
| II.10 | Alpine Avenue | Sutter Street to California Street | 0.11 | $8,250 | $935 |
| II.11 | Cleveland Street | Center Street to El Dorado Street | 0.2 | $15,000 | $1,700 |
| II.12 | SR 26/Fremont Street | East Side Highway to Jack Tone Road | 4.6 | $345,000 | $39,100 |
| II.13 | Miner Avenue | Airport Way to Wilson Way | 0.07 | $5,250 | $595 |
| II.14 | Hazelton Avenue | South Center Street to South Della Street | 1.23 | $92,250 | $10,455 |
| II.15 | SR 4/Farmington Road | Stagecoach Road to Jack Tone Road | 4.78 | $358,500 | $40,630 |
| II.16 | Industrial Drive | Airport Way to SR 99 | 1.73 | $129,750 | $14,705 |
| ***North-South Lanes*** | | | | | |
| II.17 | Mariners Drive/Cumberland Place | Otto Drive to Fourteen Mile Drive | 3.2 | $240,000 | $27,200 |
| II.18 | Thornton Road | Bear Creek to Pershing Avenue | 1.47 | $110,250 | $12,495 |
| II.19 | El Dorado Street | South Bear Creek to Lincoln Road | 1.44 | $108,000 | $12,240 |
| II.20 | Alturas Avenue | Lincoln Road to Swain Road | 0.66 | $49,500 | $5,610 |
| II.21 | Claremont Avenue | Swain Road to the Calaveras River | 1.15 | $86,250 | $9,775 |
| II.22 | Tam O'Shanter Drive | Morada Lane to EBMUD Corridor | 2.33 | $174,750 | $19,805 |

**STOCKTON BIKEWAY FACILITIES**

**CLASS II LANES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| II.23 | Montauban Avenue | Hammer Lane to March Lane | 1.31 | $98,250 | $11,135 |
| II.24 | Cherbourg Way/Lorraine Avenue | Morada Lane to Montauban Avenue | 2.34 | $175,500 | $19,890 |
| II.25 | Maranatha Drive | Inspiration Drive to Hammer Lane | 0.58 | $43,500 | $4,930 |
| II.26 | SR-99 Frontage Road | Inspiration Drive to EBMUD Corridor | 0.14 | $10,500 | $1,190 |
| II.27 | Center Street | Cleveland Street to El Dorado Street | 2.8 | $210,000 | $23,800 |
| II.28 | El Dorado Street | Cleveland Street to Hazelton Avenue | 1.83 | $137,250 | $15,555 |
| II.29 | Sutter Street | Calaveras River to Cleveland Street | 1.28 | $1,660,423* | $10,880 |
| II.30 | Ijams Road | Bianchi Road to the Calaveras River | 0.39 | $29,250 | $3,315 |
| II.31 | Sanguinetti Lane | Stockton Diverting Canal to East Alpine Avenue | 0.38 | $28,500 | $3,230 |
| II.32 | Wilson Way | March Lane to Harding Way | 2.66 | $199,500 | $22,610 |
| II.33 | Carolyn Weston Boulevard | Henry Long Boulevard to Squall Way | 0.15 | $11,250 | $1,275 |
| II.34 | Airport Way | Miner Avenue to Sperry Road/Arch Airport Road | 4.12 | $309,000 | $35,020 |
| II.35 | Pock Lane | Mariposa Road to Arch Airport Road | 2.53 | $189,750 | $21,505 |
| II.36 | SR-99 Frontage Road | Industrial Drive to end of Frontage Road (south of Arch Road) | 1.72 | $129,000 | $14,620 |
| II.37 | Jack Tone Road | Northern General Plan boundary to Roth Road | 15.5 | $1,162,500 | $131,750 |
| | | ***TOTAL*** | ***66.8*** | ***$6,572,923*** | ***$567,630*** |

* includes cost estimate for bridge.

**STOCKTON BIKEWAY FACILITIES**

**CLASS III ROUTES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| ***East-West Routes*** | | | | | |
| III.1 | Armstrong Road | Thornton Road to SR 99 | 6.0 | $30,000 | $6,000 |
| III.2 | Gateway Boulevard | West of I-5 to SR 99 | 8.51 | $42,550 | $8,510 |
| III.3 | I-5 Overcrossing between Gateway Boulevard and Eight Mile Road | New Road E to New Road B | 0.82 | $4,100 | $820 |
| III.4 | Eight Mile Road | Fourteen Mile Slough to New Road E/Mokelumne Circle | 1.84 | $9,200 | $1,840 |
| III.5 | Eight Mile Road | I-5 to Jack Tone Road | 12.08 | $60,400 | $12,080 |
| III.6 | Otto Drive | New Road F to Estate Drive | 1.56 | $7,800 | $1,560 |
| III.7 | East Morada Lane | South Bear Creek to Mosher Slough/Matt Equinda Park | 1.53 | $7,650 | $1,530 |
| III.8 | Hammer Lane | I-5 to Alexandria Place | 1.09 | $5,450 | $1,090 |
| III.9 | March Lane | SR 99 to East Side Highway | 0.76 | $3,800 | $760 |
| III.10 | West Lincoln Road | Alexandria Place to El Dorado Street | 1.59 | $7,950 | $1,590 |
| III.11 | Benjamin Holt Drive | Alexandria Place to El Dorado Street | 1.71 | $8,550 | $1,710 |
| III.12 | Swain Road | Cumberland Place to Plymouth Road | 0.58 | $2,900 | $580 |
| III.13 | Swain Road | Harrisburg Place to Inglewood Avenue | 1.0 | $5,000 | $1,000 |
| III.14 | Burke Bradley Road | Pershing Avenue to Pacific Avenue Frontage Road/Burke Bradley Drive | 0.51 | $2,550 | $510 |
| III.15 | Brookside Road | Along Calaveras River to Pershing Avenue | 1.69 | $8,450 | $1,690 |
| III.16 | Fulton Street/Alvarado Avenue | Pacific Avenue to Alvarado Avenue and south to Alpine Avenue | 1.22 | $6,100 | $1,220 |
| III.17 | East Alpine Avenue | Kensington Way to Sutter Street | 0.86 | $4,300 | $860 |
| III.18 | East Alpine Avenue | California Street to North Wilson Way | 1.41 | $7,050 | $1,410 |
| III.19 | Cherokee Road | SR 99 to EBMUD right of way | 5.39 | $26,950 | $5,390 |
| III.20 | Country Club Boulevard | Rainier Avenue to Franklin Avenue | 1.43 | $7,150 | $1,430 |
| III.21 | Waterloo Road | Stockton Diverting Canal to Jack Tone Road | 6.24 | $31,200 | $6,240 |
| III.22 | Monte Diablo Avenue | Stockton Channel to Argonne Drive | 1.53 | $7,650 | $1,530 |

**STOCKTON BIKEWAY FACILITIES**

**CLASS III ROUTES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| III.23 | Argonne Drive | Monte Diablo Avenue to Pershing Avenue | 0.33 | $1,650 | $330 |
| III.24 | Picardy Drive/Acacia Street | Monte Diablo Avenue to Center Street | 1.31 | $6,550 | $1,310 |
| III.25 | Park Street | El Dorado Street to Sierra Nevada Street | 0.94 | $4,700 | $940 |
| III.26 | Fremont Street | Sierra Nevada Street to Report Avenue | 1.5 | $7,500 | $1,500 |
| III.27 | Fremont Street | Stockton Diverting Canal to East Side Highway | 0.29 | $1,450 | $290 |
| III.28 | Main Street | Stockton Diverting Canal to Jack Tone Road | 3.23 | $16,150 | $3,230 |
| III.29 | Eighth Street | San Joaquin River to El Dorado Street | 2.3 | $11,500 | $2,300 |
| III.30 | Eighth Street | Airport Way to Scribner Street | 0.44 | $2,200 | $440 |
| III.31 | Eighth Street/Farmington Road | South D Street to Stagecoach Road | 1.29 | $6,450 | $1,290 |
| III.32 | Houston Avenue | Eighth Street to Manthey Road | 1.8 | $9,000 | $1,800 |
| III.33 | Ralph Avenue | Airport Way to B Street | 0.65 | $3,250 | $650 |
| III.34 | McKinley Avenue/Industrial Way | El Dorado Street to Airport Way | 1.22 | $6,100 | $1,220 |
| III.35 | Industrial Drive | SR 99 to Mariposa Road | 1.39 | $6,950 | $1,390 |
| III.36 | Sperry Road/Arch Airport Road/Arch Road | French Camp Road to Austin Road | 5.76 | $28,800 | $5,760 |
| III.37 | Howard Road/Matthews Road | San Joaquin River to Manthey Road | 2.9 | $14,500 | $2,900 |
| III.38 | Mathews Road/South Ash Street | Manthey Road to French Camp Road | 0.58 | $2,900 | $580 |
| III.39 | New Road I | Airport Way to Austin Road | 3.65 | $18,250 | $3,650 |
| III.40 | Roth Road | San Joaquin River to French Camp Road | 5.34 | $26,700 | $5,340 |
| ***North-South Routes*** | | | | | |
| III.41 | Gateway Boulevard/Westlake Drive | New Road E to Regatta Lane | 2.96 | $14,800 | $2,960 |
| III.42 | Regatta Drive/New Road F | Eight Mile Road to Aksland Avenue | 2.77 | $13,850 | $2,770 |
| III.43 | New Road E | Gateway Boulevard to Eight Mile Road | 1.1 | $5,500 | $1,100 |

**STOCKTON BIKEWAY FACILITIES**

**CLASS III ROUTES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| III.44 | New Road B | Gateway Boulevard to Eight Mile Road | 1.5 | $7,500 | $1,500 |
| III.45 | Thornton Road | Amstrong Road to Eight Mile Road | 2.48 | $12,400 | $2,480 |
| III.46 | Davis Road | Armstrong Road to Eight Mile Road | 2 | $10,000 | $2,000 |
| III.47 | Lower Sacramento Road | Armstrong Road to Hammer Lane | 4.72 | $23,600 | $4,720 |
| III.48 | West Lane | Armstrong Road to East Morada Lane | 3.78 | $18,900 | $3,780 |
| III.49 | Micke Grove Road | Gateway Boulevard to Eight Mile Road | 0.6 | $3,000 | $600 |
| III.50 | Holman Road | Eight Mile Road to Mossimo Circle | 0.74 | $3,700 | $740 |
| III.51 | Waterloo Road extension/SR 88 | Waterloo Road to EBMUD right of way | 2.44 | $12,200 | $2,440 |
| III.52 | Aksland Drive | Mosher Slough to March Lane | 3.93 | $19,650 | $3,930 |
| III.53 | Stanfield Drive/Kelley Drive | Estate Drive to Hammer Lane | 1.09 | $5,450 | $1,090 |
| III.54 | Don Avenue/Meadow Avenue | South Bear Creek to Alexandria Place | 1.06 | $5,300 | $1,060 |
| III.55 | Thornton Rd/Cortez Avenue/Balboa Avenue/Alexandria Place | Pershing Avenue to Meadow Avenue | 1.19 | $5,950 | $1,190 |
| III.56 | Benjamin Holt Drive/Embarcadero Drive/Fourteen Mile Drive | Cumberland Place (north) to Cumberland Place (south) | 1.27 | $6,350 | $1,270 |
| III.57 | Alexandria Place | Benjamin Holt Drive to Swain Road | 0.4 | $2,000 | $400 |
| III.58 | Gettysburg Place | Douglas Road to Swain Road | 0.27 | $1,350 | $270 |
| III.59 | Inglewood Avenue | Lincoln Road to Swain Road | 0.63 | $3,150 | $630 |
| III.60 | Maranatha Drive | Hammer Lane to Wilson Way | 1.48 | $7,400 | $1,480 |
| III.61 | Buckley Cove Way Extension | Buckley Cove Way to San Joaquin River | 0.39 | $1,950 | $390 |
| III.62 | River Drive/Fairway Drive | Alpine Avenue to Stockton Channel | 0.75 | $3,750 | $750 |
| III.63 | Rainier Avenue/Virginia Lane | Alpine Avenue to Stockton Channel | 0.5 | $2,500 | $500 |
| III.64 | Calariva Drive/Kirk Street/Telegraph Avenue | Ryde Avenue (north) to Ryde Avenue (south) | 0.85 | $4,250 | $850 |

**STOCKTON BIKEWAY FACILITIES**

**CLASS III ROUTES**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) |
|---|---|---|---|---|---|
| III.65 | Plymouth Road | Alpine Avenue to Country Club Boulevard | 0.43 | $2,150 | $430 |
| III.66 | Filbert Street | Roosevelt Street to Fremont Street | 0.42 | $2,100 | $420 |
| III.67 | South Lincoln Street/Horton Avenue | Weber Avenue to Odell Avenue | 2.53 | $12,650 | $2,530 |
| III.68 | Golden Gate Avenue | Charter Way to Main Street | 0.23 | $1,150 | $230 |
| III.69 | Fresno Avenue | Eighth Street to Houston Avenue | 0.4 | $2,000 | $400 |
| III.70 | Georgia Avenue | Eighth Street to Houston Avenue | 0.59 | $2,950 | $590 |
| III.71 | Manthey Road | Eighth Street to Houston Avenue | 0.48 | $2,400 | $480 |
| III.72 | Stagecoach Road | Farmington Road to Duck Creek | 0.61 | $3,050 | $610 |
| III.73 | Mariposa Road | Duck Creek to Jack Tone Road | 4.98 | $24,900 | $4,980 |
| III.74 | Austin Road | Stockton Diverting Canal to French Camp Road | 8.52 | $42,600 | $8,520 |
| III.75 | South Wolfe Road | French Camp Road to Roth Road | 2.84 | $14,200 | $2,840 |
| III.76 | Airport Way | Sperry Road to Roth Road | 3.34 | $16,700 | $3,340 |
| III.77 | Manthey Road | French Camp Road to Mathews Road | 1.1 | $5,500 | $1,100 |
| III.78 | French Camp Road | Carolyn Weston Boulevard to Austin Road | 7.6 | $38,000 | $7,600 |
| | | ***TOTAL*** | 167.2 | $836,200 | $167,240 |

# APPENDIX D

# Scored Bikeway Projects

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS I PATHS**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| ***East-West Paths*** | | | | | |
| I.1 | Western Slough path | I-5 to Fourteen Mile Slough | L | M | |
| I.2 | Western Slough path | New Road E to Fourteen Mile Slough | L | M | |
| I.3 | Eight Mile Road | Trinity Parkway to I-5 | M | M | VH |
| I.4 | Bear Creek | Otto Drive extension to beginning of existing path | M | M | |
| I.5 | Bear Creek | Lower Sacramento Road to northern General Plan boundary | H | H | |
| I.6 | Western Slough path | Otto Drive extension south to Aksland Drive | L | M | |
| I.7 | Mosher Slough | Estate Drive to Thornton Road | H | H | H |
| I.8 | South Bear Creek | Lower Sacramento Road to Bear Creek | M | H | H |
| I.9 | Five Mile Slough (north) | Fourteen Mile Slough to Aksland Drive | L | M | |
| I.10 | Five Mile Slough (south) | Fourteen Mile Slough to Aksland Drive | L | M | |
| I.11 | Calaveras River | Ijams Road to Maranatha Drive | H | H | H |
| I.12 | Fairway Drive | Stockton Channel south to Virginia Lane | L | M | |
| I.13 | Stockton Channel | Monte Diablo Avenue to I-5 | M | H | |
| I.14 | Stockton Channel Crossing | north leg: MacLoed Park to Weber Point | H | VH | |
| I.15 | Mormon Slough | Lincoln Street to Jack Tone Road | H | H | |
| I.16 | Duck Creek/Walker Slough | Houston Avenue/Colorado Avenue to Stagecoach Road | H | H | VH |
| I.17 | William Moss Boulevard | San Joaquin River to Carolyn Weston Boulevard | H | H | |
| ***North-South Paths*** | | | | | |
| I.18 | Western Slough path | Fourteen Mile Slough to existing Bear Creek path | M | M | |
| I.19 | Fourteen Mile Slough | Askland Drive (north) to Five Mile Slough | L | M | |
| I.20 | Askland Drive | Bear Creek to Mosher Slough | M | M | |
| I.21 | Thornton Road | Eight Mile Road to A.G. Spanos Boulevard | M | L | |
| I.22 | Fourteen Mile Slough/San Joaquin River | Five Mile Slough to Askland Drive (south) | L | M | |

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS I PATHS**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| I.23 | EBMUD corridor | March Lane to West Lane | H | H | VH |
| I.24 | EBMUD corridor | Lorraine Avenue to Holman Road | H | H | VH |
| I.25 | EBMUD corridor | SR 99 to General Plan northern boundary | M | M | VH |
| I.26 | California Central Railroad | Wilson Way to Sanguinetti Lane | M | M | |
| I.27 | East Side Highway | March Lane to Stockton Diverting Canal | L | L | |
| I.28 | Stockton Diverting Canal | Cherokee Road to Mormon Slough | H | H | VH |
| I.29 | Stockton Channel Crossing | south leg: Weber Point to Weber Avenue | H | VH | |
| I.30 | San Joaquin River | SR 4 to Watercourse Street | M | M | |
| I.31 | San Joaquin River | Henry Long Boulevard to Squall Way | VH | M | |
| I.32 | San Joaquin River | French Camp Road to Roth Road | M | M | |

Note: Categories were generally scored as follows:

E: L if facility connects to no existing routes; M if facility connects to one existing route; H if facility connects to two existing routes; VH if facility connects to two existing routes and addresses an existing deficiency (i.e. by adding a facility on a freeway overcrossing).

A: L if facility serves no existing or future attractors; M if facility serves one existing or future attractor; H if facility serves two existing or future attractors; VH if facility serves three or more existing or future attractors.

S: L if not a stated priority; M if a priority in the 1994 Bikeway Plan; H if a current Public Works project or in 2007 SJCOG RTP; VH if a priority in two or more sources (1994 Bikeway Plan, Public Works Project, RTP, or other).

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS II LANES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| ***East-West Lanes*** | | | | | |
| II.1 | East Morada Lane | SR 99 to EBMUD right of way | M | H | |
| II.2 | Inspiration Drive | Holman Road to Maranatha Drive | M | L | M |
| II.3 | Hammer Lane | Aksland Avenue to I-5 | L | M | H |
| II.4 | Hammer Lane | Alexandria Place to Lower Sacramento Road | M | H | H |
| II.5 | Hammer Lane/East Side Highway | Holman Road to SR 99 | M | M | |
| II.6 | March Lane | West Lane to Montauban Avenue/Bianchi Road | H | M | |
| II.7 | March Lane | Holman Road to SR 99 | H | M | |
| II.8 | Bianchi Road | east of El Dorado Street to March Lane | H | H | |
| II.9 | Pershing Avenue/Mendocino Avenue | Alpine Avenue to Kensington Way | H | VH | H |
| II.10 | Alpine Avenue | Sutter Street to California Street | L | H | |
| II.11 | Cleveland Street | Center Street to El Dorado Street | L | H | M |
| II.12 | SR 26/Fremont Street | East Side Highway to Jack Tone Road | L | L | |
| II.13 | Miner Avenue | Airport Way to Wilson Way | M | H | |
| II.14 | Hazelton Avenue | South Center Street to South Della Street | M | VH | |
| II.15 | SR 4/Farmington Road | Stagecoach Road to Jack Tone Road | M | L | |
| II.16 | Industrial Drive | Airport Way to SR 99 | L | M | |
| ***North-South Lanes*** | | | | | |
| II.17 | Mariners Drive/Cumberland Place | Otto Drive to Fourteen Mile Drive | M | H | |
| II.18 | Thornton Road | Bear Creek to Pershing Avenue | H | H | H |
| II.19 | El Dorado Street | South Bear Creek to Lincoln Road | L | H | VH |
| II.20 | Alturas Avenue | Lincoln Road to Swain Road | M | H | M |
| II.21 | Claremont Avenue | Swain Road to the Calaveras River | H | VH | M |
| II.22 | Tam O'Shanter Drive | Morada Lane to EBMUD Corridor | M | VH | H |
| II.23 | Montauban Avenue | Hammer Lane to March Lane | H | H | |

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS II LANES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| II.24 | Cherbourg Way/Lorraine Avenue | Morada Lane to Montauban Avenue | M | H | |
| II.25 | Maranatha Drive | Inspiration Drive to Hammer Lane | L | M | |
| II.26 | SR-99 Frontage Road | Inspiration Drive to EBMUD Corridor | M | L | M |
| II.27 | Center Street | Cleveland Street to El Dorado Street | M | VH | VH |
| II.28 | El Dorado Street | Cleveland Street to Hazelton Avenue | M | VH | VH |
| II.29 | Sutter Street | Calaveras River to Cleveland Street | M | VH | M |
| II.30 | Ijams Road | Bianchi Road to the Calaveras River | M | H | |
| II.31 | Sanguinetti Lane | Stockton Diverting Canal to East Alpine Avenue | M | M | |
| II.32 | Wilson Way | March Lane to Harding Way | M | H | M |
| II.33 | Carolyn Weston Boulevard | Henry Long Boulevard to Squall Way | VH | L | |
| II.34 | Airport Way | Miner Avenue to Sperry Road/Arch Airport Road | M | VH | VH |
| II.35 | Pock Lane | Mariposa Road to Arch Airport Road | L | H | M |
| II.36 | SR-99 Frontage Road | Industrial Drive to end of Frontage Road (south of Arch Road) | L | M | |
| II.37 | Jack Tone Road | Northern General Plan boundary to Roth Road | L | L | M |

Note: Categories were generally scored as follows:

E: L if facility connects to no existing routes; M if facility connects to one existing route; H if facility connects to two existing routes; VH if facility connects to two existing routes and addresses an existing deficiency (i.e. by adding a facility on a freeway overcrossing).

A: L if facility serves no existing or future attractors; M if facility serves one existing or future attractor; H if facility serves two existing or future attractors; VH if facility serves three or more existing or future attractors.

S: L if not a stated priority; M if a priority in the 1994 Bikeway Plan; H if a current Public Works project or in 2007 SJCOG RTP; VH if a priority in two or more sources (1994 Bikeway Plan, Public Works Project, RTP, or other).

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS III ROUTES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| ***East-West Routes*** | | | | | |
| III.1 | Armstrong Road | Thornton Road to SR 99 | L | L | H |
| III.2 | Gateway Boulevard | west of I-5 to SR 99 | L | L | |
| III.3 | I-5 Overcrossing between Gateway Boulevard and Eight Mile Road | New Road E to New Road B | L | L | |
| III.4 | Eight Mile Road | Fourteen Mile Slough to New Road E/Mokelumne Circle | M | M | |
| III.5 | Eight Mile Road | I-5 to Jack Tone Road | H | H | VH |
| III.6 | Otto Drive | New Road F to Estate Drive | M | M | M |
| III.7 | East Morada Lane | South Bear Creek to Mosher Slough/Matt Equinda Park | M | M | M |
| III.8 | Hammer Lane | I-5 to Alexandria Place | L | H | H |
| III.9 | March Lane | SR 99 to East Side Highway | M | L | |
| III.10 | West Lincoln Road | Alexandria Place to El Dorado Street | M | VH | M |
| III.11 | Benjamin Holt Drive | Alexandria Place to El Dorado Street | M | VH | |
| III.12 | Swain Road | Cumberland Place to Plymouth Road | M | M | M |
| III.13 | Swain Road | Harrisburg Place to Inglewood Avenue | H | H | M |
| III.14 | Burke Bradley Road | Pershing Avenue to Pacific Avenue Frontage Road/Burke Bradley Drive | M | VH | |
| III.15 | Brookside Road | Along Calaveras River to Pershing Avenue | H | VH | M |
| III.16 | Fulton Street/Alvarado Avenue | Pacific Avenue to Alvarado Avenue and south to Alpine Avenue | L | VH | |
| III.17 | East Alpine Avenue | Kensington Way to Sutter Street | M | VH | |
| III.18 | East Alpine Avenue | California Street to North Wilson Way | M | H | |
| III.19 | Cherokee Road | SR 99 to EBMUD right of way | L | L | |
| III.20 | Country Club Boulevard | Rainier Avenue to Franklin Avenue | M | H | |
| III.21 | Waterloo Road | Stockton Diverting Canal to Jack Tone Road | M | H | M |

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS III ROUTES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| III.22 | Monte Diablo Avenue | Stockton Channel to Argonne Drive | L | VH | |
| III.23 | Argonne Drive | Monte Diablo Avenue to Pershing Avenue | L | M | |
| III.24 | Picardy Drive/Acacia Street | Monte Diablo Avenue to Center Street | L | H | |
| III.25 | Park Street | El Dorado Street to Sierra Nevada Street | M | VH | |
| III.26 | Fremont Street | Sierra Nevada Street to Report Avenue | H | H | |
| III.27 | Fremont Street | Stockton Diverting Canal to East Side Highway | M | L | |
| III.28 | Main Street | Stockton Diverting Canal to Jack Tone Road | M | L | M |
| III.29 | Eighth Street | San Joaquin River to El Dorado Street | M | VH | |
| III.30 | Eighth Street | Airport Way to Scribner Street | M | M | |
| III.31 | Eighth Street/Farmington Road | South D Street to Stagecoach Road | VH | M | |
| III.32 | Houston Avenue | Eighth Street to Manthey Road | L | H | |
| III.33 | Ralph Avenue | Airport Way to B Street | M | M | |
| III.34 | McKinley Avenue/Industrial Way | El Dorado Street to Airport Way | M | M | |
| III.35 | Industrial Drive | SR 99 to Mariposa Road | L | L | |
| III.36 | Sperry Road/Arch Airport Road/Arch Road | French Camp Road to Austin Road | M | H | H |
| III.37 | Howard Road/Matthews Road | San Joaquin River to Manthey Road | L | H | H |
| III.38 | Mathews Road/South Ash Street | Manthey Road to French Camp Road | H | M | |
| III.39 | New Road I | Airport Way to Austin Road | L | M | |
| III.40 | Roth Road | San Joaquin River to French Camp Road | L | L | |
| ***North-South Routes*** | | | | | |
| III.41 | Gateway Boulevard/Westlake Drive | New Road E to Regatta Lane | L | L | |
| III.42 | Regatta Drive/New Road F | Eight Mile Road to Aksland Avenue | L | L | |

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS III ROUTES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| III.43 | New Road E | Gateway Boulevard to Eight Mile Road | M | L | |
| III.44 | New Road B | Gateway Boulevard to Eight Mile Road | L | M | |
| III.45 | Thornton Road | Amstrong Road to Eight Mile Road | L | L | H |
| III.46 | Davis Road | Armstrong Road to Eight Mile Road | M | M | |
| III.47 | Lower Sacramento Road | Armstrong Road to Hammer Lane | M | H | VH |
| III.48 | West Lane | Armstrong Road to East Morada Lane | M | H | VH |
| III.49 | Micke Grove Road | Gateway Boulevard to Eight Mile Road | L | L | H |
| III.50 | Holman Road | Eight Mile Road to Mossimo Circle | M | M | M |
| III.51 | Waterloo Road extension/SR 88 | Waterloo Road to EBMUD right of way | L | L | M |
| III.52 | Aksland Drive | Mosher Slough to March Lane | M | M | |
| III.53 | Stanfield Drive/Kelley Drive | Estate Drive to Hammer Lane | M | M | M |
| III.54 | Don Avenue/Meadow Avenue | South Bear Creek to Alexandria Place | H | H | M |
| III.55 | Thornton Rd/Cortez Avenue/Balboa Avenue/Alexandria Place | Pershing Avenue to Meadow Avenue | H | H | M |
| III.56 | Benjamin Holt Drive/Embarcadero Drive/Fourteen Mile Drive | Cumberland Place (north) to Cumberland Place (south) | H | M | |
| III.57 | Alexandria Place | Benjamin Holt Drive to Swain Road | H | M | M |
| III.58 | Gettysburg Place | Douglas Road to Swain Road | M | M | |
| III.59 | Inglewood Avenue | Lincoln Road to Swain Road | M | H | |
| III.60 | Maranatha Drive | Hammer Lane to Wilson Way | M | M | M |
| III.61 | Buckley Cove Way Extension | Buckley Cove Way to San Joaquin River | M | M | |
| III.62 | River Drive/Fairway Drive | Alpine Avenue to Stockton Channel | L | M | |
| III.63 | Rainier Avenue/Virginia Lane | Alpine Avenue to Stockton Channel | M | M | |
| III.64 | Calariva Drive/Kirk Street/Telegraph Avenue | Ryde Avenue (north) to Ryde Avenue (south) | H | L | |

**STOCKTON BIKEWAY FACILITIES**

**RANKED CLASS III ROUTES**

| Class and Project Number | Location | Limits | E: Connects existing routes and corrects existing deficiencies | A: Serves existing and future attractors | S: Support |
|---|---|---|---|---|---|
| III.65 | Plymouth Road | Alpine Avenue to Country Club Boulevard | M | L | |
| III.66 | Filbert Street | Roosevelt Street to Fremont Street | H | M | |
| III.67 | South Lincoln Street/Horton Avenue | Weber Avenue to Odell Avenue | H | VH | |
| III.68 | Golden Gate Avenue | Charter Way to Main Street | H | M | |
| III.69 | Fresno Avenue | Eighth Street to Houston Avenue | L | M | |
| III.70 | Georgia Avenue | Eighth Street to Houston Avenue | L | VH | |
| III.71 | Manthey Road | Eighth Street to Houston Avenue | L | H | M |
| III.72 | Stagecoach Road | Farmington Road to Duck Creek | M | M | |
| III.73 | Mariposa Road | Duck Creek to Jack Tone Road | L | H | |
| III.74 | Austin Road | Stockton Diverting Canal to French Camp Road | M | M | |
| III.75 | South Wolfe Road | French Camp Road to Roth Road | M | H | H |
| III.76 | Airport Way | Sperry Road to Roth Road | L | H | H |
| III.77 | Manthey Road | French Camp Road to Mathews Road | L | H | M |
| III.78 | French Camp Road | Carolyn Weston Boulevard to Austin Road | M | M | VH |

Note: Categories were generally scored as follows:

E: L if facility connects to no existing routes; M if facility connects to one existing route; H if facility connects to two existing routes; VH if facility connects to two existing routes and addresses an existing deficiency (i.e. by adding a facility on a freeway overcrossing).

A: L if facility serves no existing or future attractors; M if facility serves one existing or future attractor; H if facility serves two existing or future attractors; VH if facility serves three or more existing or future attractors.

S: L if not a stated priority; M if a priority in the 1994 Bikeway Plan; H if a current Public Works project or in 2007 SJCOG RTP; VH if a priority in two or more sources (1994 Bikeway Plan, Public Works Project, RTP, or other).

# APPENDIX E

# Priority Project Summary

**STOCKTON BIKEWAY FACILITIES: PRIORITY PROJECTS**

**(RANKED BY SCORE)**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) | Total Score |
|---|---|---|---|---|---|---|
| I.16 | Duck Creek/Walker Slough | Houston Avenue/Colorado Avenue to Stagecoach Road | 4.8 | $4,588,166 | $47,800 | 10 |
| I.23 | EBMUD corridor | March Lane to West Lane | 0.6 | $330,000 | $5,500 | 10 |
| I.24 | EBMUD corridor | Lorraine Avenue to Holman Road | 0.9 | $552,000 | $9,200 | 10 |
| I.28 | Stockton Diverting Canal | Cherokee Road to Mormon Slough | 3.4 | $2,010,000 | $33,500 | 10 |
| II.27 | Center Street | Cleveland Street to El Dorado Street | 2.8 | $210,000 | $23,800 | 10 |
| II.28 | El Dorado Street | Cleveland Street to Hazelton Avenue | 1.8 | $137,250 | $15,555 | 10 |
| II.34 | Airport Way | Miner Avenue to Sperry Road/Arch Airport Road | 4.1 | $309,000 | $35,020 | 10 |
| II.9 | Pershing Avenue/Mendocino Avenue | Alpine Avenue to Kensington Way | 0.5 | $37,500 | $4,250 | 10 |
| III.5 | Eight Mile Road | I-5 to Jack Tone Road | 12.1 | $60,400 | $12,080 | 10 |
| I.11 | Calaveras River | Ijams Road to Maranatha Drive | 1.5 | $876,000 | $14,600 | 9 |
| I.7 | Mosher Slough | Estate Drive to Thornton Road | 1.7 | $1,002,000 | $16,700 | 9 |
| II.18 | Thornton Road | Bear Creek to Pershing Avenue | 1.5 | $110,250 | $12,495 | 9 |
| II.21 | Claremont Avenue | Swain Road to the Calaveras River | 1.2 | $86,250 | 9,775 | 9 |
| II.22 | Tam O'Shanter Drive | Morada Lane to EBMUD Corridor | 2.3 | $174,750 | $19,805 | 9 |
| III.15 | Brookside Road | Along Calaveras River to Pershing Avenue | 1.7 | $8,450 | $1,690 | 9 |
| III.47 | Lower Sacramento Road | Armstrong Road to Hammer Lane | 4.7 | $23,600 | $4,720 | 9 |
| III.48 | West Lane | Armstrong Road to East Morada Lane | 3.8 | $18,900 | $3,780 | 9 |
| I.25 | EBMUD corridor | SR 99 to General Plan northern boundary | 6.0 | $3,600,000 | $60,000 | 8 |
| I.3 | Eight Mile Road | Trinity Parkway to I-5 | 0.2 | $120,000 | $2,000 | 8 |
| I.8 | South Bear Creek | Lower Sacramento Road to Bear Creek | 1.3 | $762,000 | $12,700 | 8 |
| II.19 | El Dorado Street | South Bear Creek to Lincoln Road | 1.4 | $108,000 | $12,240 | 8 |

**STOCKTON BIKEWAY FACILITIES: PRIORITY PROJECTS**

**(RANKED BY SCORE)**

| Class and Project Number | Location | Limits | Length (miles) | Estimated Capital Cost | Estimated Maintenance Cost (per year) | Total Score |
|---|---|---|---|---|---|---|
| II.29 | Sutter Street | Calaveras River to Cleveland Street | 1.3 | $1,660,423 | $10,880 | 8 |
| II.4 | Hammer Lane | Alexandria Place to Lower Sacramento Road | 0.7 | $53,250 | $6,035 | 8 |
| III.10 | West Lincoln Road | Alexandria Place to El Dorado Street | 1.6 | $7,950 | $1,590 | 8 |
| III.13 | Swain Road | Harrisburg Place to Inglewood Avenue | 1.0 | $5,000 | $1,000 | 8 |
| III.36 | Sperry Road/Arch Airport Road/Arch Road | French Camp Road to Austin Road | 5.8 | $28,800 | $5,760 | 8 |
| III.54 | Don Avenue/Meadow Avenue | South Bear Creek to Alexandria Place | 1.1 | $5,300 | $1,060 | 8 |
| III.55 | Thornton Rd/Cortez Avenue/Balboa Avenue/Alexandria Place | Pershing Avenue to Meadow Avenue | 1.2 | $5,950 | $1,190 | 8 |
| III.75 | South Wolfe Road | French Camp Road to Roth Road | 2.8 | $14,200 | $2,840 | 8 |
| III.78 | French Camp Road | Carolyn Weston Boulevard to Austin Road | 7.6 | $38,000 | $7,600 | 8 |
| | | ***TOTAL*** | ***81.1*** | ***$16,943,390*** | ***$395,165*** | |