On Wednesday, December 4, 2019 the City of Stockton held the third Stakeholder Representative Group (SRG) meeting for the Greater Downtown Transportation Plan. Project team members that attended the meeting are as follows:

- City of Stockton: Dodgie Vidad
- Nelson Nygaard: Alexandra Sweet, Tracy McMillan
- AIM Consulting: Gladys Cornell, Nicole Zhi-Ling Porter

Stakeholders that attended the meeting represented the following organizations:

- Downtown Stockton Alliance
- San Joaquin Air Pollution Control District
- San Joaquin Bike Coalition
- San Joaquin Council of Governments
- San Joaquin County Public Health Services
- San Joaquin Partnership

**Stakeholder Representative Group Process**

The Greater Downtown Active Transportation Plan’s public outreach program includes community-wide engagement which consists of two pop-up workshops, a virtual community workshop, and community open house in addition to four facilitated discussions with a Stakeholder Representative Group (SRG). Representatives include downtown businesses, developers, active transportation interests, and community-based organizations who serve the under-represented populations within the project area.

The two initial SRG discussions focused on existing conditions, barriers, and gaps in the pedestrian and bicycle network downtown. The third discussion focused on the draft recommendations to the pedestrian and bicycle network, as well as the proposed evaluation criteria the City can use to prioritize active transportation projects in the future. The final discussion will be an opportunity for stakeholders to comment on the draft Active Transportation Plan.
About the Greater Downtown Active Transportation Plan

In 2017, the City of Stockton received grant funding to develop a Greater Downtown Active Transportation Plan. As downtown continues to grow, it is important to provide residents and the community with transportation options other than driving. The Active Transportation Plan will identify and recommend bicycle and pedestrian facility projects for future implementation in the City of Stockton’s Greater Downtown.

The projects identified in the Active Transportation Plan will contribute to a more livable and walkable community. Outcomes of these projects include:

- Provide a safe, friendly environment for pedestrians, bicyclists, and transit riders
- Move more people in the existing road space
- Enhance health
- Improve air quality
- Assist with revitalization of Stockton’s core
- Enhance livability

Upon completion of the plan, the City of Stockton will be well-positioned to seek funding to implement the bicycle and pedestrian facility projects identified.

Meeting Overview

Gladys Cornell, Principal at AIM Consulting, began the meeting by welcoming attendees and thanking them for their participation. Each project team member and attendee introduced themselves and the organization they represent. Alex Sweet, Senior Associate at Nelson Nygaard, presented: 1) an overview of key findings from the existing conditions analysis and community outreach completed so far, including key barriers and opportunities to walking and biking in the downtown area; 2) the proposed bikeway and pedestrian recommendations; and 3) the evaluation criteria proposed to prioritize active transportation projects for implementation. Following the presentation, Ms. Cornell, Ms. Sweet, and Ms. McMillan facilitated a group discussion with the stakeholder representatives. Stakeholders were asked to discuss the recommended bikeways, pedestrian needs, and evaluation criteria they thought should be weighted the heaviest.
Presentation

*Existing conditions of and recommendations for Stockton’s downtown grid*

Overall, the City and project team identified key opportunities for active transportation improvements on streets where the number of existing travel and parking lanes exceeds automobile demand. Some of these include West Harding Way, North Baker Street, South Lincoln Street, and South San Joaquin Street.
Pedestrian Network

The existing and planned pedestrian network for the Greater Downtown Active Transportation Plan includes sidewalks, signalized crossings, transit stops and stations, off-street paths, and streetscape improvement projects.

The City and project team found that most sidewalk gaps in the area are found in industrial areas and included these in the proposed recommendations for pedestrian needs downtown. Sidewalk gaps are sections of roadway that have no sidewalk on either side or are missing sidewalk on one side of the street.

The team also identified specific intersections and street segments that are difficult to cross as part of the recommendations list. The majority of the difficult intersections are located along high crash corridors such as Park Street, Oak Street, Center Street, El Dorado Street, California Street, and Dr. Martin Luther King Jr. Boulevard.

Additionally, the team has identified sidewalk segments which have been severely damaged and cannot function for pedestrians. These damages include excessively cracked sidewalks, upheaved sidewalks as a result of intruding tree roots, and depressed sidewalks as a result of storm water ponds. These sidewalk segments will also require improvements.

A map of all the recommended pedestrian needs is included on the following page.

Key Themes

During the group discussion on the pedestrian network, the key themes that emerged focused on the importance of improving street crossings, especially around schools and along major arterials. Participants also mentioned the need for more connectivity from the north and south areas of downtown to the central part. One participant recommended replacing several four-way stop intersections (e.g. Baker Street at Harding Way, Baker Street at Acacia Street, Lincoln Street at Acacia Street, and Madison Street at Acacia Street) with traffic circles or small roundabouts to improve ADA access and help facilitate traffic calming.

Comments about specific proposed improvements are included in the “summary of findings” section in this document, beginning on page nine.
Greater Downtown Stockton Pedestrian Improvements for Evaluation

Gaps and Barriers to Walking

- **Difficult Intersection***
- **Sidewalk Gap**
- **Difficult to Cross Street Segment**
- **High Crash Corridor (2007 - 2016)**

*High collision/fatal collision locations, locations identified in public and stakeholder input, and intersections of the bike network with difficult to cross segments

**Based on roadway width, speed, traffic volume, and location of signals
Bicycle Network

The existing bicycle network includes the bike path along the Stockton Channel, bike lanes on North California Street and designated bike routes in the downtown area. Planned bicycle facilities include those from the 2017 Bicycle Master Plan.

Based upon existing conditions analysis and community feedback, the City and project team developed a proposed network of bikeways for the greater downtown area. These proposed bike facilities include Class 1 off-street paths, Class IV separated bikeways, Class II buffered bike lanes, Class II bike lanes, and Class III bicycle boulevards.

Specific recommendations include: Class IV separated bikeways on main arterials such as Weber Avenue, Main Street, and Airport Way; Class III bicycle boulevards on Aurora Street, Fremont Street, and Poplar Street; Class II bike lanes on Park and Oak Streets; and Class I off-street paths around McLeod Lake extending through the southeast corner of downtown.

A map of all the recommended bikeway facilities is included on the following page.

Key Themes

Participants discussed several elements needed to contribute to a safer and more accessible bicycling environment downtown which would also increase the number of pedestrians and cyclists. Improvements such as roundabouts, curb ramps, and bulb outs on bike boulevards would make it easier for bicyclists to get around, while also protecting residential streets from becoming cut-through routes for motorists. Additionally, participants want to see better connectivity and wayfinding signage between proposed and existing bike facilities, as well as additional bicycle facilities in the south area of downtown. Participants emphasized a need for bike parking downtown, and suggested the City build bike parking in conjunction with new developments or in place of some parking spots. One participant suggested creating parking-protected bike lanes along major streets downtown as an alternative to removing parking spots.

Comments about specific proposed improvements are included in the “summary of findings” section in this document, beginning on page nine.
Evaluation Criteria

In addition to the proposed networks, the City and project team also developed a list of draft evaluation criteria to evaluate and prioritize the proposed active transportation projects. The City will ultimately use a scoring system to determine which projects should be prioritized for future funding and implementation. The eight criteria include: equity, safety, connectivity, transit, population and employment, level of traffic stress, economic development, and project readiness. Currently, each criterion is worth between 0 and 4 points, and a project can be given up to 32 points depending on how it accomplishes each criterion’s objective.

Participants were asked to provide their input on the criteria, and if there are specific criteria that should be weighted more heavily than others.

Key Themes

Several stakeholders identified safety as being the most important criteria; one stakeholder mentioned that if a pedestrian or bicyclist does not feel safe traveling downtown, then they won’t choose to walk or bike in the first place. Other important criteria participants highlighted include level of traffic stress, connectivity, and project readiness. Participants mentioned that economic development and population and employment would be automatically supported when the other criteria have been met. Other stakeholders suggested that if the City could complete several smaller projects first, they would attract bicycling groups and spur economic development to then fund the larger projects.

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<th>EVALUATION CRITERIA</th>
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<td><strong>Criteria</strong></td>
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Summary of Findings

Below is a summary of both the group discussion and comments received from stakeholders via email, organized by topic. Stakeholders commented on the proposed networks and evaluation criteria.

Proposed Pedestrian Network

Street crossings

- It is difficult for most people to cross the major arterials in downtown.
- Jefferson might be a good candidate for improved pedestrian facilities because of the nearby elementary school.
- A lot of students cross Hazelton, but there is no crosswalk and it is a four-lane road. There needs to be pedestrian connectivity in that area.
- The intersections of W. Anderson and S. Center Streets is a significant area of concern for students who are walking to Hazelton Elementary and are crossing this very street. Here is a picture to give your staff a better idea of what this looks like. This would be an excellent opportunity for improvements.

Connectivity

- Vehicle ownership is lower in the southeast area. It would be helpful to add connectivity there, so they are not isolated from the rest of the downtown area.
  - There may be a neighborhood plan about to take place in that area.
- Overall a big concern of mine is the lack of connectivity from the north area to downtown. The street crossings do not feel safe.
Traffic Calming

- I would recommend replacing the all-way stop intersections at Baker Street/Harding Way, Baker Street/Acacia Street, Lincoln Street/Acacia Street, and Madison Street/Acacia Street with traffic circles or small roundabouts, and in the process improve circulation and traffic calming, improve ADA access, and correct some of the roadway crowning issues at those intersections. Other all-way stops in the project area could benefit from these improvements, but those intersections would benefit a lot of the funded facilities that are getting underway in the project delivery process.

Proposed Bicycle Network

Bike facilities

- We have a parking shortage in downtown. Instead of taking away vehicle parking, look to remove a travel lane instead and build a parking-protected bike lane in its place.
- There is not a lot of room to add any bicycle facilities on Wilson Way. That is why the Bike Master Plan identified facilities for Airport Way instead.
- There is a two-block segment on Airport Way between Weber and Market that could fit a bicycle facility.
- What’s the purpose of the one-block section of Bike Boulevard on Flora Street between Baker Street and Edison Street?
- The Bike Boulevard on Edison Street seems superfluous when it is parallel to Baker Street.
- Make Aurora Street from E. Park Street to E. Dr Martin Luther King Jr. Blvd a Class II instead of Class III Bike Boulevard. There is sufficient ROW to accommodate this.
- Consider adding the following facilities to the proposed bike network:
  - W. Church Street from Garfield Street to S Lincoln Street (Class II)
  - Worth Street from Lincoln Street to S Grant Street (Class III Bike Boulevard)
  - Jefferson Street from Harrison Street to S Aurora Street (Class III Bike Boulevard)
  - Hazelton Avenue from San Joaquin Street to California Street (Class II)

Safety

- Some of the traditional four-way stop intersections are challenging for bikes. Maybe they could be redone with roundabouts and curb ramps.
- A road diet is being installed on Madison Street. That might help with traffic calming measures and improved circulation for bicyclists, pedestrians, and motorists.
- Bicyclists ride on the sidewalk path instead of in the road, due to safety concerns, on Center and El Dorado.
- I noticed the bike boulevards are mostly included in residential areas. This plan may want to include bulb outs to help slow drivers; we don’t want these streets to become primary cut-throughs routes.

Connectivity

- There is good connectivity in the northeast part of the downtown area, but the southwest part seems disconnected. Is there a way to enhance facilities there?
• It is important to make connections between proposed facilities and existing facilities. You don’t want to dump a bicyclist somewhere where they have no place to go. And add wayfinding signage to let people know where to go from their previous route.

• South Stockton is in great need of active transportation initiatives that connect the east and west sides, I believe this may have been discussed as many of the streets are very wide and there is great opportunity to integrate bike lanes on many of the streets.

**Wayfinding**

• Wayfinding signage is important to build, to let people know where they can access these bike facilities and where key destinations downtown are.

**Increased bicycle activity**

• A 5,000-student campus is being built on University Park / Acacia near the railroad tracks, so there will be more pedestrian and bicyclist activity there. Additionally, St. Josephs will become a student teacher campus, increasing the foot traffic in that area.

**Bike parking**

• Where will all the bikes be parked? The City needs to prepare for where the bikes are going to go once people start biking more. We also don’t want bike blight downtown, where people randomly park their bike across town.

• San Joaquin RTD is wrapping up a bikeshare feasibility study – how do they plan to accommodate bike parking there? It is important to think about bikeshares as an extension of transit. This type of collaboration can help identify how these groups can augment existing transit stops with bike parking / facilities, where there is already control of a sidewalk and/or road.

• Could the City take a parking spot and reuse it for bike parking, or a parklet? This could also be done at a transit stop where a ticket kiosk could be installed.

• When more residents move to downtown, they will want to park their bikes long-term somewhere.

• The City needs to build bike parking as new developments are built. When Mile Wine opened on Miracle Mile, they purposely designed their patio with the idea that people could lock their bikes to it since there’s no parking around.

**Evaluation Criteria**

• Equity was an important lens for the bicycle master plan; we want to make sure we invest in areas that have not received bike investment yet. I think this whole downtown area will score high in terms of equity, so I don’t know how much nuance that will give us.

• Parts of this project area are in top percentile for CalEnviroScreen.

• Safety and connectivity are the top two criteria in my opinion. Without those, you can’t support the other criteria.
• Safety and stress are my top priorities. If you don’t feel safe and less stressed, then you won’t ride your bike downtown. If you hit these criteria, they will automatically support the economic development and population / employment pieces.

• I’d like to see projects around the transit hubs prioritized, because people can get to the downtown area by buses but once they are here, they’ll want to move by bike or foot to get around.

• Project readiness should be the third or fourth most-weighted.

• Once these projects begin being implemented, there will be some shocked drivers and pushback from them.

• The larger projects will be a heavier lift, but they will provide the connectivity needed between smaller projects.

• Maybe the City can get some of the smaller projects done first, to attract bicyclist groups and spur economic development, so then larger projects can be afforded.

• From the development standpoint in the area, it would be helpful to know where and how much bike parking will be available.

• When looking to weight some criteria over others – think about what you want for the community.

Other Comments:

• Here are some corrections to the Existing or Funded bike network:
  o San Joaquin Street between Miner Avenue and E Weber Avenue, show as funded Class II
  o Miner Avenue Between N. Pilgrim Street and Wilson Way, show as future Class II instead of existing.
  o N. Center Street and N. El Dorado Street between E Cleveland Street and Harding Way, show as funded Class IV
  o S. Center Street and S. El Dorado Street between Dr. M.L.K. Jr. Blvd. and Third Street, show as funded Class IV
  o N. California Street north of Harding Way, show as funded Class IV
  o Show Baker Street between Harding Way and W. Fremont Street as funded Class II, and north of Harding Way as funded Class III Bike Blvd. See attachment (in this document’s appendix) of City Project PW 1517 that should be going to construction in the spring.

Next Steps

At the conclusion of the meeting, the project team reviewed the next steps for the Greater Downtown Active Transportation Plan.

In 2020, the project team will host a community workshop and final SRG meeting to present and obtain input on the draft plan document.
Appendix

- PowerPoint Presentation
- Meeting Invitation
Appendix
Greater Downtown Active Transportation Plan

Stakeholder Representative Group Meetings

Stockton, CA

Alex Sweet

December 4, 2019
AGENDA

01 | Project Overview
02 | Existing Conditions
03 | Barriers and Gaps
04 | Recommendations
05 | Break-Out / Next Steps
GOALS OF THE PLAN

• Provide a safe, friendly environment for pedestrians, bicyclists, and transit riders
• Move more people in the existing road space
• Enhance health
• Improve air quality
• Assist with revitalization of Stockton’s core
• Enhance livability
OUTCOMES OF THE PLAN

• Recommend projects to support walking, biking, and access to transit stations
• Build on the 2017 Bicycle Master Plan
• Increase public awareness and education
Implementation

1. Short and long-term recommendations for projects, programs, and policies
2. Cost estimates and funding recommendations
3. Detailed project concepts
EXISTING CONDITIONS
EXISTING AND PLANNED PEDESTRIAN NETWORK
EXISTING AND PLANNED PEDESTRIAN NETWORK

• Sidewalks
• Signalized crossings
• Transit stops and stations
• Planned and ongoing projects

Data Sources: City of Stockton Bicycle Master Plan, 2017; City of Stockton; Caltrans
EXISTING AND PLANNED BICYCLE NETWORK
EXISTING AND PLANNED BICYCLE NETWORK

- Existing facilities:
  - Path along Stockton Channel
  - Bike lanes on N California St
  - Designated bike routes

- Planned facilities from 2017 Bike Master Plan

Data Sources: City of Stockton Bicycle Master Plan, 2017; City of Stockton; Caltrans
BARRIERS

- Safety
  - High crash corridors
  - High crash intersections
- Challenging places to cross the street
- Other barriers to be identified through public outreach

Data Sources: UC Berkeley SafeTREC Transportation Injury Mapping System, Caltrans, City of Stockton
OPPORTUNITIES

• Gaps and Barriers located in areas of highest demand:
  o Difficult Crossings
  o Sidewalk Gaps

• General Plan Infill Corridors

• Streets where the number of existing travel/parking lanes exceeds automobile demand

Data Sources: UC Berkeley SafeTREC Transportation Injury Mapping System, Caltrans, City of Stockton
COMMUNITY OUTREACH AND FEEDBACK

- June 2018 – Small Group Interviews (2)
- July 2018 – Stakeholder Representative Group Meetings (2)
- November 2018 - Pop-Up Public Workshops (2)
- November-December 2018 – Virtual Workshop (3 weeks)

- “I want to live in an environment where I don't need a car every day.”
- “Wider sidewalks make downtown more inviting.”
- “There are not enough designated bike lanes or other bicyclists for me to feel comfortable riding a bike in downtown.”
RECOMMENDATIONS: BIKEWAYS

• Network of high-quality bikeways

Data Sources: UC Berkeley SafeTREC Transportation Injury Mapping System, Caltrans, City of Stockton
RECOMMENDATIONS: PEDESTRIAN NEEDS

• Network of pedestrian needs for walking along streets and crossing streets

Gaps and Barriers to Walking

- Difficult Intersection*
- Sidewalk Gap
- Difficult to Cross Street Segment**
- High Crash Corridor (2007 - 2016)

Data Sources: UC Berkeley SafeTREC Transportation Injury Mapping System, Caltrans, City of Stockton
### EVALUATION CRITERIA

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<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
<th>Scoring</th>
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<tr>
<td>1 Equity</td>
<td>A project receives points based on the density of people of color, people with low incomes, and low-income jobs that it serves</td>
<td>1-4; 0 if no population or jobs</td>
</tr>
<tr>
<td>2 Safety</td>
<td>A project receives points if it will provide safety improvements at a high-collision location</td>
<td>0-4 based on number of collisions</td>
</tr>
<tr>
<td>3 Connectivity</td>
<td>A project receives points based on how many destinations and existing bikeways it connects</td>
<td>1-4; 0 if no destinations</td>
</tr>
<tr>
<td>4 Transit</td>
<td>A project receives points if it serves a high-capacity transit stop or a stop with high daily boardings (this criterion is dependent on receiving transit boarding data from RTD)</td>
<td>Crossings: No = 0, Yes = 4 Bikeways: 0-4 based on number of stops</td>
</tr>
<tr>
<td>5 Population and employment</td>
<td>A project receives points based on the density of jobs and residents it serves</td>
<td>1-4, 0 if no population or jobs</td>
</tr>
<tr>
<td>6 Level of traffic stress</td>
<td>A project receives points if it creates a bike facility with the lowest level of traffic stress</td>
<td>No = 0 Yes = 4</td>
</tr>
<tr>
<td>7 Economic Development</td>
<td>A project receives points if it supports focused development areas as identified in the General Plan Infill scenario</td>
<td>No = 0 Yes = 4</td>
</tr>
<tr>
<td>8 Project readiness</td>
<td>A project receives points if it was prioritized in a prior planning effort, or if it has received funding for additional planning and design work</td>
<td>No = 0 Planned = 2 Funded = 4</td>
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BREAKOUT GROUPS

1. Comment on Recommended Bikeways Map

2. Comment on Pedestrian Needs Map

3. Comment on Evaluation Criteria
WHAT’S NEXT?

1. Refine our recommendations
2. Conduct our evaluation process
3. Develop Concepts and the Plan
4. Present Plan to Stakeholder Group Meeting #4
5. Present Plan in Public Community Open House
THANK YOU!

Dodie Vidad,  
Downtown ATP Project Manager  
dodie.vidad@stocktonca.gov
We have more information to share!
Over the past year, the City and project team reviewed stakeholder and public input, completed technical analysis, and developed draft recommendations for Greater Downtown Stockton. At this meeting, the project team will present and ask for your feedback on the proposed bike network in addition to program and policy recommendations.

Please RSVP by Monday, December 2
Email Taylor Coover at tcoover@aimconsultingco.com or call (916) 442-1168.

Questions? Please contact Gladys Cornell at gcornell@aimconsultingco.com.

The Greater Downtown Active Transportation Plan will recommend active transportation projects throughout the City to:
• Create transportation connections to and from other areas in the City; and
• Enhance the walkability and bikeability of downtown.