Garden Acres Sustainable Communities Plan

March 2025

SAN JOAQUIN COUNTY

Greatness grows here.

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Acknowledgements

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Chapter One

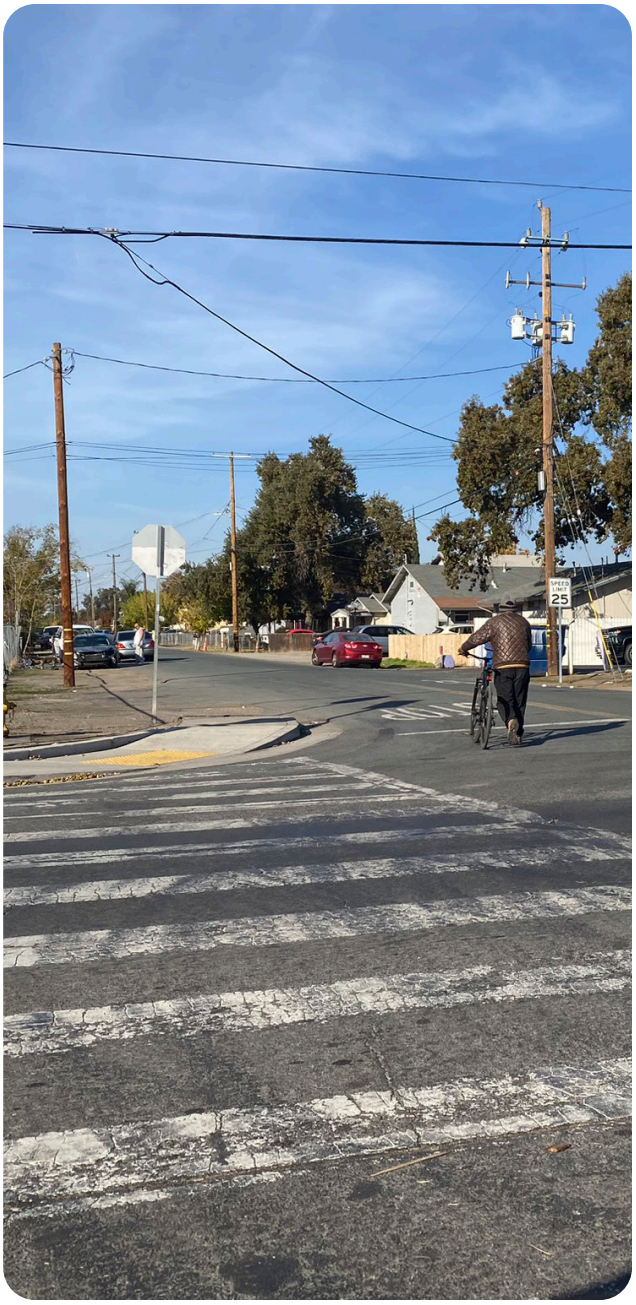
Introduction

Project Background

In April 2022, Caltrans announced the Sustainable Transportation Planning Grant Program awards for Fiscal Year (FY) 2022-23. San Joaquin County was awarded a grant for the Garden Acres Sustainable Communities Plan under the Sustainable Communities Competitive Category.

Residents of Garden Acres face many challenges to their daily mobility. The community is constrained by State Route 99 (SR-99), the Calaveras River, and busy arterial roadways. Local streets lack sidewalks or crossing opportunities, including near vital destinations like schools, parks, transit stops, and local retail. This has led to a high number of pedestrian-involved collisions and a vocal desire for improvements from the community as they walk, bike, or use transit to go about their daily lives.

The Garden Acres Sustainable Community Plan establishes a vision for improving access to safe and sustainable active transportation options throughout the Garden Acres neighborhood. This includes new sidewalks, bike routes, improvements to bus stops, safe routes to school, and more. The plan is rooted in feedback from all segments of the community, to understand their needs and propose improvements that are responsive to the local context and character of Garden Acres.



Goals and Objectives

The ultimate goal of the Garden Acres Sustainable Communities Plan is to lay the groundwork for the future of mobility within Garden Acres and create a strategy for feasible, fundable transformation within the community.

This plan envisions a complete, safe, and comfortable network of paths, sidewalks, and bikeways that serves all residents of Garden Acres. Specifically, this plan has been developed to accomplish the following:

Create a network of safe and attractive sidewalks, shared-use paths, and bikeways that connect Garden Acres residents to key destinations within the community, including local schools, parks, and transit stops.

Create a network of regional bikeways that allows bicyclists to safely ride between Garden Acres and other countywide destinations.

Create better connections to transit, especially for those with limited access to other transportation options.

Create a user-friendly facilities to increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region.

Improve safety by calming traffic and adding crosswalks and sidewalks.


HWY 4
Sinclair AVE 2000S
COMMERCIAL VEHICLES OVER 7 TONS PROHIBITED
SLOW DOWN
FAMILYS
ENTERING 63 Exit

Chapter Two

Existing Conditions

This chapter provides an overview of the Garden Acres neighborhood, including demographics, community characteristics, and current conditions of the transportation network. This information was used as a baseline for the recommendations discussed later in this plan.

Land Use

Garden Acres is an unincorporated community of San Joaquin County located to the east of the City of Stockton and surrounded by three Caltrans facilities: State Route (SR) 99, SR 4, and SR 26. SR 99 bounds the neighborhood to the west, the Calaveras River bounds the neighborhood to the east, and SR 4 bounds the neighborhood to the south.

Garden Acres consists of primarily residential land uses, with a few retail land uses, such as convenience stores and private service providers. The nearest grocery stores are located within the City of Stockton, west of SR 99 outside the Garden Acres community. The community is bordered by industrial land uses to the north and west, and agricultural land uses to the south and east. Most commercial land uses are located along Main Street, an east-west arterial running through the southern part of the community. There is a significant lack of pedestrian and bicycle connections from the community to many of the commercial land uses located on Main Street and west of SR 99.

Key destinations for bicyclists and pedestrians in Garden Acres are shown in **Figure 1** and include the following:

- Schools
- Parks
- Public buildings
- Retail areas

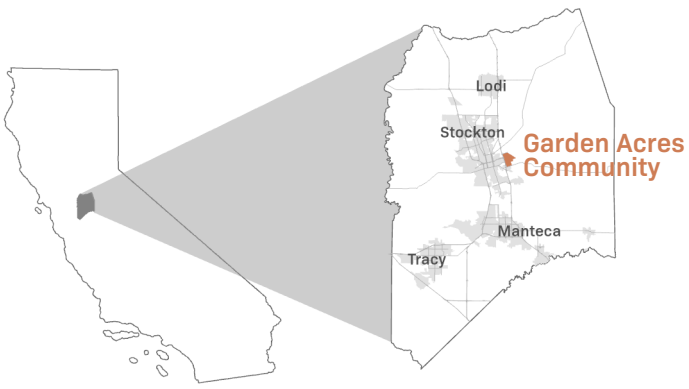
Related Plans and Programs

Goals, policies, and objectives from various planning documents published by San Joaquin County are relevant to this plan. The plan incorporates goals from these documents and establishes a vision that supports and builds on these planning documents. The following plans were reviewed to create the goals and objectives for this effort. Summaries of each plan can be found in Appendix A, Existing Conditions.

- San Joaquin County Local Roadway Safety Plan
- San Joaquin County Bicycle Master Plan
- San Joaquin County General Plan
- San Joaquin Council of Governments Regional Transportation Plan and Sustainable Communities Strategy

American Community Survey Demographics

Garden Acres is home to approximately 13,855 residents. People of Hispanic/Latino descent, particularly of Mexican origin, make up 74% of the community's population. In Garden Acres, 24% of the population are school-aged children between the ages of 5 and 19. Garden Acres includes three census tracts: 27.01, 27.02, and a portion of 37.



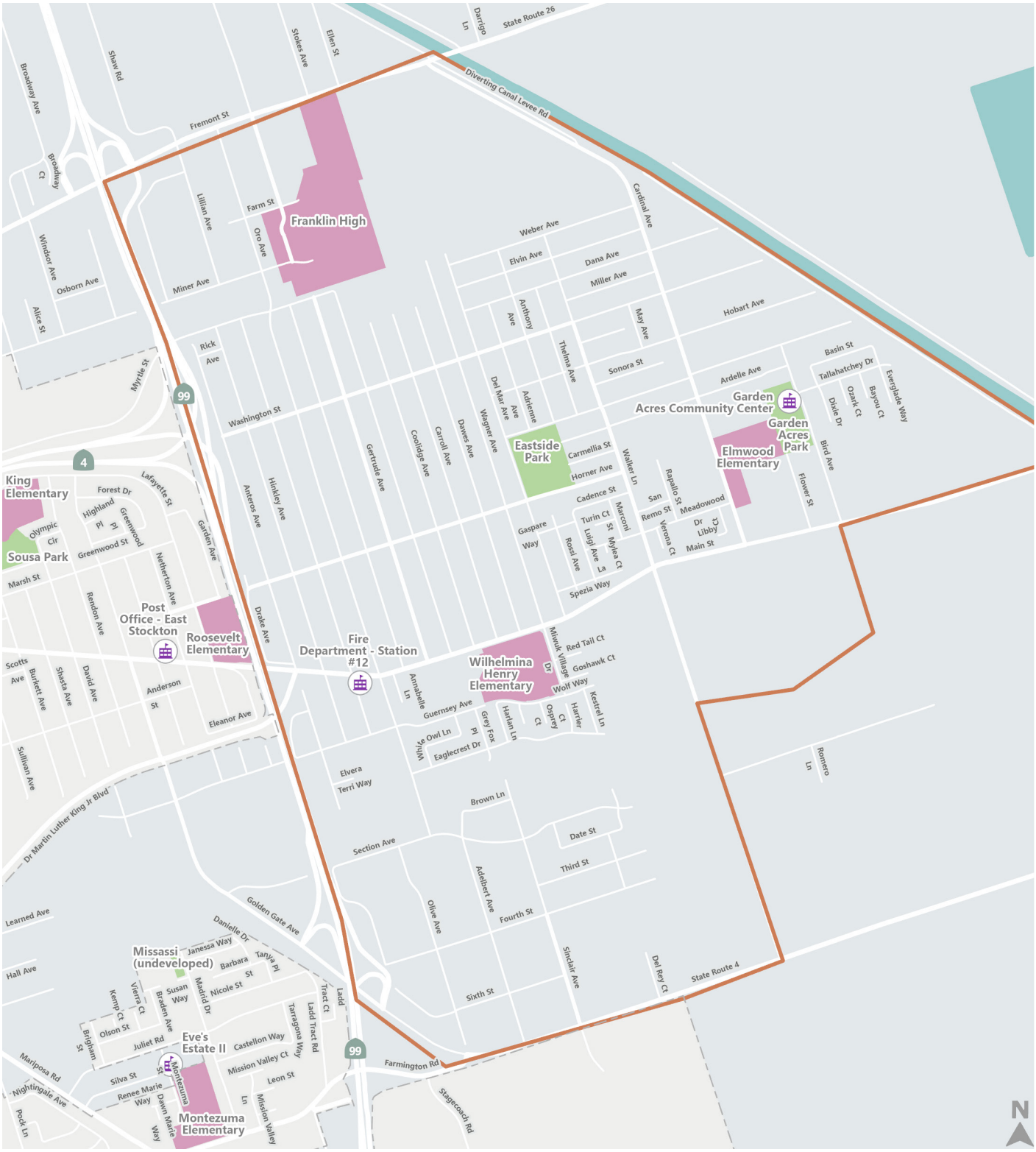


Figure 1: Garden Acres Key Destinations

- Points of Interest
- Garden Acres Community Boundary
- Parks
- Schools

School Enrollment

The neighborhood includes three schools: Wilhelmina Henry Elementary, Elmwood Elementary, and Franklin High School. Table 1 identifies enrollment numbers of school-aged children.

Table 1: School Enrollment

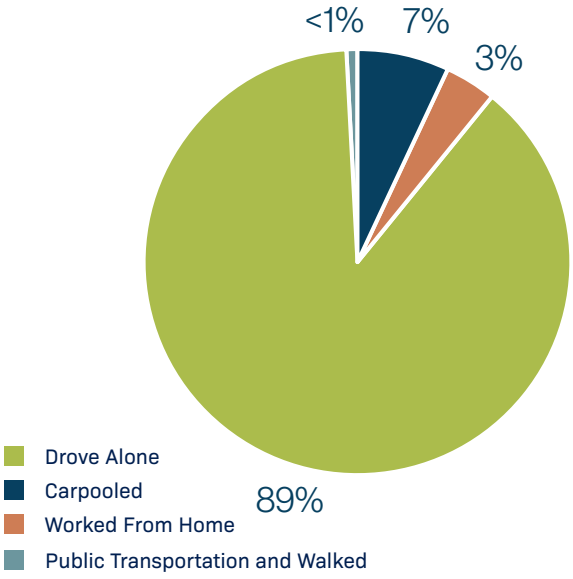
School Level	Garden Acres Neighborhood
Preschool	100
Kindergarten	500
Elementary School: Grades 1 - 4	846
Elementary School: Grades 5 - 8	781
High School: Grades 9 -12	876

Notes:
Table does not confirm school of attendance.
Source: US Census, American Community Survey Table S1401. Information includes the three census tracts in Garden Acres.

Commuting Characteristics

Garden Acres' roadways connect the local community to nearby parks, schools, and markets. However, due to missing sidewalks, crossing opportunities, and busy arterials, many residents choose to drive over walking, biking, or riding transit. Nine bus routes (47, 340, 378, 380, 385, 390, 525, 580, 725) serve the Garden Acres neighborhood, operated by the San Joaquin Regional Transit District. Very few residents use transit to get to work. Commuting characteristics provided by the US Census website show that 88% of workers over 16 years old travel alone by car to get to work. **Figure 2** demonstrates the commute characteristics breakdown.

Figure 2: Commuting Characteristics

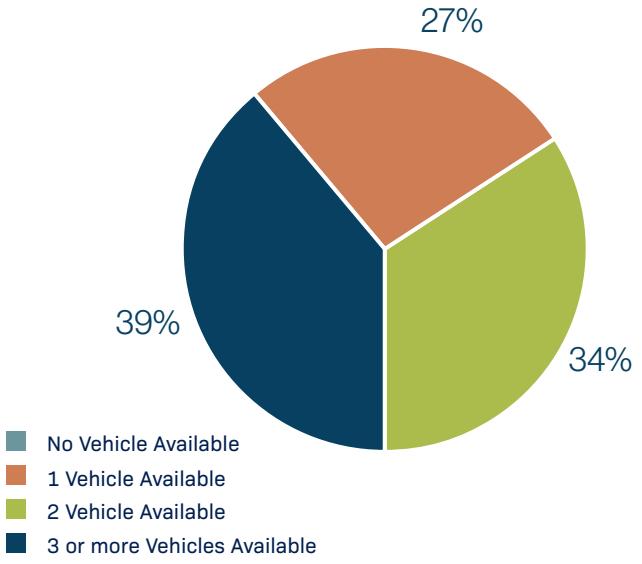


Source: American Community Survey, 2017–2021.

Zero Vehicle Households

Many residents of Garden Acres rely on automobiles. Thirty-nine percent of Garden Acres residents 16 years or older have access to three or more vehicles per household.

Figure 3: Availability of Household Vehicle

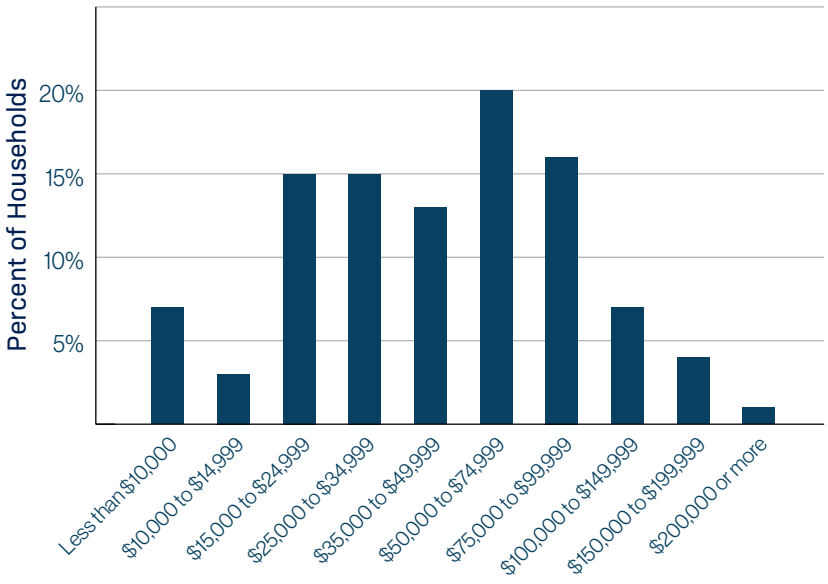


Source: American Community Survey, 2017-2021.

Household Income

A majority of the 1,883 total households in the Garden Acres neighborhood make between $50,000 to $74,999 a year. This is less than the countywide average, where 19% of San Joaquin County households make between $100,000 to $149,999 a year. **Figure 4** demonstrates the income breakdown.

Figure 4: Income in the Past 12 Months by Garden Acres Households



Source: American Community Survey, 2017-2021.

Disadvantaged Communities

Disadvantaged communities are often affected disproportionately by transportation policy and investments. Residents of these communities are often less likely to have access to a motorized vehicle; are more reliant upon walking, biking, and transit; and stand to benefit most from local air and environmental quality improvements. This section describes several different equity indicators for the Garden Acres community, which is one of the many disadvantaged communities in San Joaquin County.

National School Lunch Program Data

The California Department of Education provides yearly statistics on the percentage of students enrolled in Free or Reduced Price Meals (FRPM) at their schools. FRPM data can indicate childhood poverty. Generally, in the Stockton Unified School District, 75% of enrolled students are eligible for free or reduced price lunches. This number varies specifically by school and enrollment. Table 2 shows the FRPM eligibility and enrollment at the schools within Garden Acres.

CalEnviroScreen

Garden Acres is identified in the most disadvantaged communities in the state according to the California Environmental Protection Agency (CalEPA) and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0). The CalEnviroScreen 4.0 tool is a measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. Garden Acres includes census tracts 27.01, 27.02, and 37, which have CalEnviroScreen 4.0 percentiles of 93, 78, and 94, respectively.

More info: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

Table 2: Free or Reduced Price Meal Eligibility at Garden Acres Schools

School Name	Enrollment (K-12)	Percent Eligible for FRPM (K-12)
Franklin High School	2,284	69%
Elmwood Elementary School	675	75%
Wilhelmina Henry Elementary School	901	77%

Note: Data collected from California Department of Education, Free and Reduced Price Meal Eligibility Data, 2022–2023.

Healthy Places Index

The Healthy Places Index (HPI) includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics covering economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Scores are converted to percentiles for comparison to other tracts in the state. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. Garden Acres has a qualifying HPI score in the 14.1 percentile.

More info: https://www.healthyplacesindex.org/

Disadvantaged Community Criteria for Grant Funding

Table 3 lists the federal tools used by the U.S. Department of Transportation (USDOT) to determine disadvantaged community status in their DOT grants. The disadvantaged community criteria used for each tool are listed, along with whether Garden Acres meets these criteria. Census tracts can be seen within **Figure 5**.

Table 3. USDOT Disadvantaged Community Criteria

Climate & Economic Justice Screening Tool (CEJST)	Present in Garden Acres	Qualifying Census Tract(s)
Climate Change	Yes	37
Energy	Yes	All
Health	Yes	27.01
Housing	Yes	37
Legacy pollution	Yes	All
Transportation	Yes	27.01, 37
Water and wastewater	No	-
Workforce development	Yes	All
USDOT Equitable Transportation Community Explorer (ETCE)	**Present in Garden Acres**	**Qualifying Census Tract(s)**
Climate & Disaster Risk Burden	Yes	27.01
Environmental Burden	Yes	27.01, 27.02
Health Vulnerability	Yes	All
Social Vulnerability	Yes	All
Transportation Insecurity	No	-
Areas of Persistent Poverty & Historically Disadvantaged Communities	**Present in Garden Acres**	**Qualifying Census Tract(s)**
Area of Persistent Poverty	Yes	All

Figure 5: Census Tracts within Garden Acres Community

Bicycle, Pedestrian and Transit Networks

This section quantifies the state of biking, walking, and transit in Garden Acres. This information helps identify existing bicycle and pedestrian facilities, where people are going, how often they are walking or biking, and what infrastructure is in place to support these modes. Existing sidewalks and bike facilities are shown in **Figure 6**.

Existing Bicycle Facilities

Relatively few bicycle facilities currently exist within the county and those that do are located within City's jurisdiction. Within Garden Acres, there are 1.73 total miles of bicycle facilities. As of the County's Bicycle Master Plan Update (2020), 5.7 additional miles of bicycle facilities have been proposed for the Garden Acres portion of the county's bicycle network.

Bicycle Facility Types

Shared-Use Path

Shared-use paths, or Class I facilities, are paths that are completely separated from motor vehicle traffic and are used by people walking and biking, making them comfortable for people of all ages and abilities. Typically, these facilities are located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

There are no Class I facilities in Garden Acres, however wear patterns along the unpaved top of the Calaveras River levee indicate its use as an informal walking and bicycling use.

Bicycle Lane

Bicycle lanes, or Class II facilities, are dedicated lanes for bicycle travel adjacent to traffic. A painted white line separates the bicycle lane from motor vehicle traffic. Buffered Bicycle Lanes have additional painted buffers separating the lanes from vehicle traffic.

There are 0.38 miles of bicyce lanes in Garden Acres, located on Main Street between S Oro Avenue and Dawes Avenue.

There are 1.35 miles of bicycle lanes in Garden Acres, located on E Main Street between SR 99 and Bird Avenue.

Maintenance road on the top of the Calaveras River levee, which runs along the eastern end of Garden Acres

Dedicated bicycle lane on Main Street

Attitudes Toward Biking

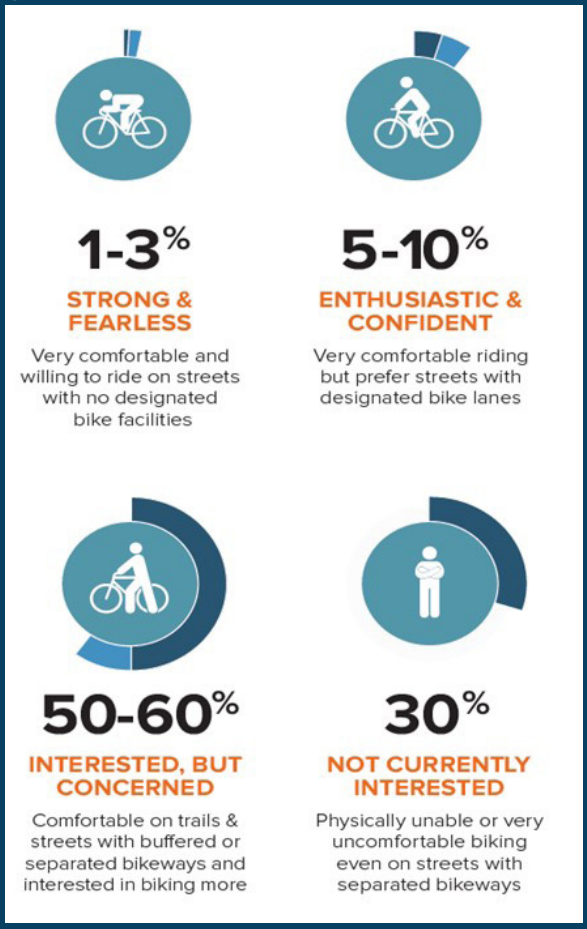
Research indicates a majority of people in the United States would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1–3%) are willing to ride if no facilities are provided. Research into how people perceive bicycling as a transportation choice indicates that most people fall into one of four categories, illustrated in **Figure 7**.

Level of Traffic Stress

Bicycle Level of Traffic Stress (LTS) quantifies perceived levels of roadway stress for bicyclists based on several factors. The analysis uses roadway network data, including number of lanes, posted speed limit, traffic volumes, and the presence of existing bike facilities to determine bicyclist comfort level. This analysis identifies locations within the county's road network that may attract or deter people from riding bicycles. The methodology includes four levels and the types of riders that would feel comfortable riding on that particular road.

- LTS 1: Low Traffic Stress, which requires less attention and is suitable for all ages and abilities. This level of traffic stress allows children trained in traffic safety to bicycle to school by themselves as well as the mainstream adult population and people interested but concerned about bicycling.
- LTS 2: Lower Traffic Stress, which requires more attention and is suitable for the average adult. Vehicle speeds and volumes are slightly higher. This is the threshold for a low traffic stress bicycle network that truly accommodates people of all ages and abilities.
- LTS 3: Moderate Traffic Stress, which is suitable for observant, confident adults. Vehicle speeds and volumes are moderate. Bicycle riders who are considered enthused and confident but still prefer having their own dedicated space for riding will tolerate this level of stress and feel safe while bicycling.
- LTS 4: High Traffic Stress, which is suitable for skilled and experienced bicyclists. This level of stress is tolerated only by those characterized as strong and fearless, which comprises a small percentage of the population. These roadways have high speed limits, multiple travel lanes, limited or non-existent bike lanes and signage, and large distances to cross at intersections.

Figure 7: Different Types of Bicyclists



As part of the San Joaquin County Bicycle Master Plan, the county examined LTS throughout county roadways. Results are shown below in Table 4. In Garden Acres, limited or non-existent bike lanes and signage is the primary factor resulting in LTS 4 conditions, including Main Street, Fremont Street, and E Washington Street. LTS 3 conditions are prevalent on corridors like Oro Avenue, Cardinal Avenue, and Washington Street.

Table 4. Level of Traffic Stress Roadways Countywide

LTS Designations	Mileage	% of Total Roadways
LTS 1	916 miles	52%
LTS 2	163 miles	9.2%
LTS 3	198 miles	11.2%
LTS 4	586 miles	33.3%

Source: San Joaquin County Bicycle Master Plan, 2019.

Bicycle route in Stockton, CA

Separated bikeway in Stockton, CA

Bicycle rack at the Garden Acres Community Center

Signed Bicycle Routes

Signed bicycle routes, or Class III facilities, are facilities shared with motor vehicles. This type of facility is more comfortable for confident bicyclists due to being on low, speed, low volumes roadways. Typically signs and/or pavement markings indicate bicyclists can share the travel lane with motor vehicles. This design is often recommended when space for a bicycle lane may not be feasible and provides connectivity to other streets. Bicycle boulevard are a subset of bicycle routes, also known as Class IIIB facilities. Bicycle boulevards are bicycle routes on residential streets that prioritize through trips for bicyclists. Traffic calming elements are often included on bicycle boulevards to slow speeds and discourage drivers from using the street as a through route. There are no bicycle routes in Garden Acres.

Separated Bikeways

Separated bikeways, also known as cycle tracks or Class IV facilities, provide space for bicyclists that is separated from motor vehicle travel lanes, parking lanes, and sidewalks. Parked cars, curbs, bollards, or planter boxes provide physical separation between bicyclists and moving cars. Where on-street parking is allowed, it is placed between the bikeway and the travel lanes. There are currently no separated bikeways in Garden Acres.

Bike Parking

After on- and off-street facilities, bicycle parking is the most important element of a community's bicycling system. Parking for bikes is a low-cost yet effective way to encourage cycling and improve the functionality of a bikeway network. Short-term parking serves people parking bicycles for two hours or less. While short-term bicycle parking must be secure, the emphasis is on convenience and accessibility. Long-term parking is for bicycle parking needs of more than two hours, such as for employees during work hours or at schools.

Some bike parking options are available throughout San Joaquin County, but the county lacks a robust bike rack program for bicyclists. Bike racks are located at schools and at the Garden Acres Community Center but nowhere else within the community.

Existing Pedestrian Facilities

Paths and Trails

Shared-use paths or trails, are shared by both pedestrians and bicyclists. As noted above, there are no formal shared-use paths within Garden Acres, but the levee maintenance road adjacent to the Calaveras River shows signs of people walking and biking and has been formalized as a shared use path to the west of Garden Acres. There is a pedestrian bridge just south of the SR 4/SR 99 junction which connects Anteros Avenue in Garden Acres community to S Garden Avenue in Stockton to the west. There is a sidewalk leading up to the pedestrian bridge in Stockton, but no sidewalk connection exists from the pedestrian bridge to Anteros Avenue in Garden Acres.

Sidewalks

Sidewalks are paved public walkways immediately adjacent to the roadway, for the use of pedestrians.

Garden Acres lacks sidewalks on many roadways. Few sidewalk and curb ramp improvement projects have been completed in Garden Acres. Existing sidewalks are present near Franklin High School, Elmwood Elementary School, and Wilhelmina Henry Elementary School, and along Main Street, Cardinal Avenue, and within new housing developments. However, these sidewalks do not extend far past these limits, forcing people to walk in the street or along the roadway shoulder if they live outside the immediate area. Existing sidewalks are discontinuous, limiting pedestrian connectivity between the northern and southern parts of the community.

Many of the streets in Garden Acres also lack tree canopy. Adequate shade on sidewalks can encourage walking in the hot summer climate.

Levee maintenance road along the Calaveras River levee, which runs along the eastern end of Garden Acres

Existing Sidewalk along Cardinal Avenue

Crosswalks

A crosswalk is a designated space for pedestrians to cross the street. Crosswalks can come in a multitude of styles including marked and unmarked. Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

- Controlled crosswalks have stop signs or traffic signals.
- Uncontrolled crosswalks do not have stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Additional features can be added to crosswalks to increase visibility on busy streets such as:

- Bulbouts shorten crossing distances for pedestrians and slow right-turning vehicles
- Refuge islands provide protection mid crosswalk and slow vehicles
- High-visibility crosswalk markings add additional striping to the pavement.

In Garden Acres, marked crosswalks are present in the immediate vicinity surrounding school zones but are lacking elsewhere in the community.

Rectangular Rapid Flashing Beacon

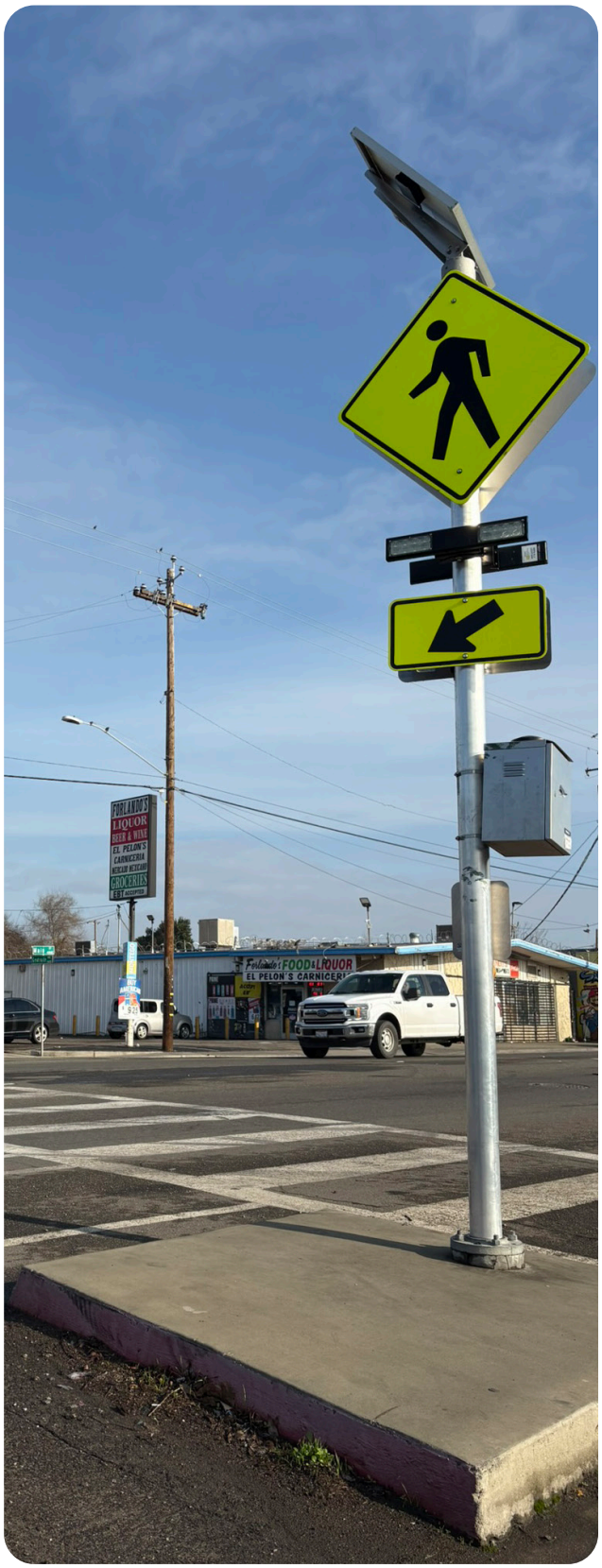
Rectangular rapid flashing beacons (RRFBs) allow pedestrians to activate a flashing light when crossing.

There is a crosswalk with RRFBs at the Main Street/ Gertrude Avenue intersection, but the sidewalk ends just north of the intersection before the neighborhood begins.

Pedestrian Hybrid Beacon

Pedestrian hybrid beacons (PHBs) require traffic to stop for pedestrians when activated but allow vehicles to proceed with caution after the pedestrian crossing has been completed.

There are no pedestrian hybrid beacons within the Garden Acres community.



Rectangular Rapid Flashing Beacon on Main Street

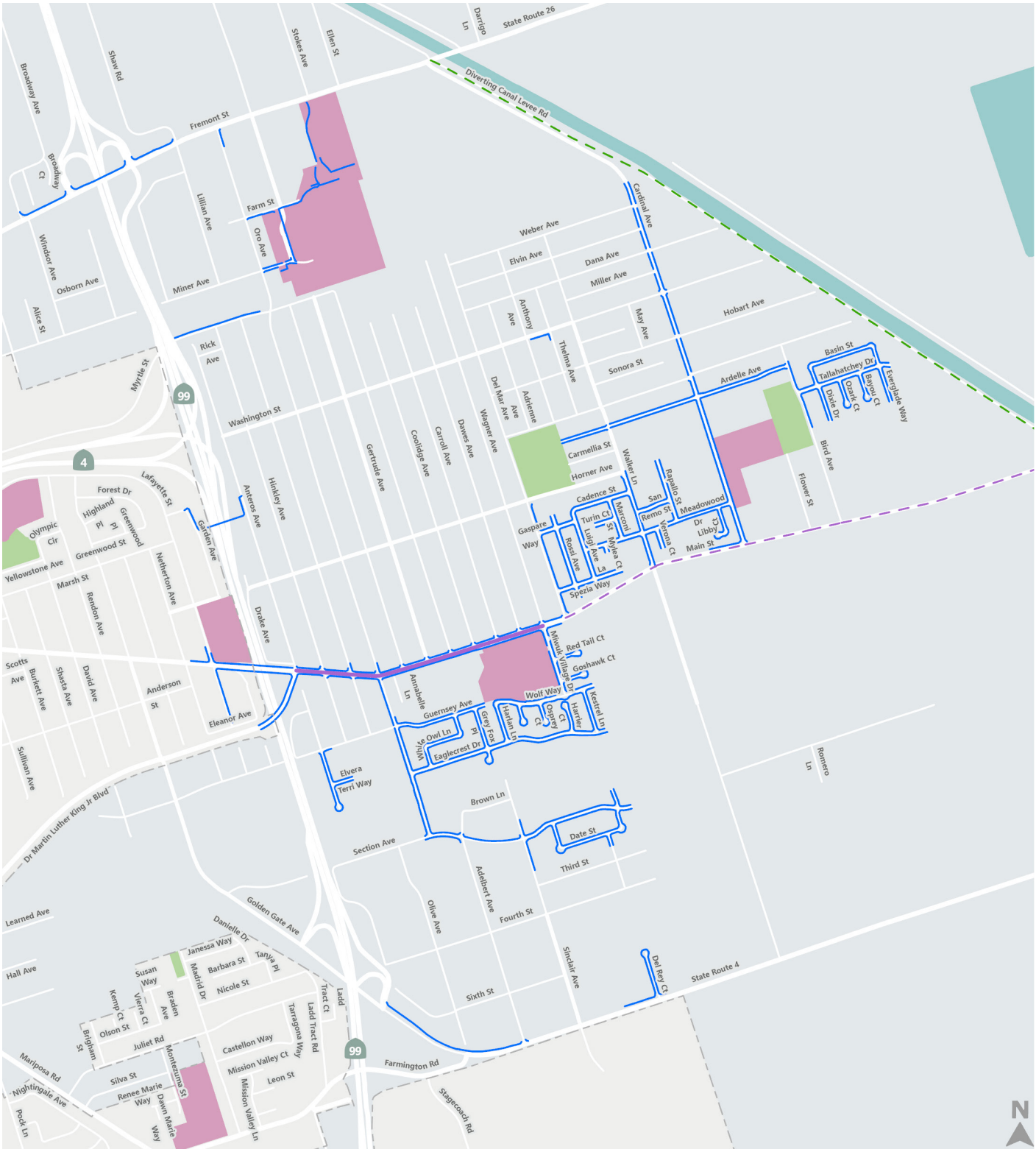


Figure 6: Existing Sidewalks and Bike Facilities

- Sidewalks
- Bike Facilities
- Parks
- Schools

RTD bus stop on Oro Avenue

Transit Connections and Ridership

Transit service within the study area is provided by the San Joaquin Regional Transit District (RTD). Transit facilities can be seen within **Figure 8**.Local Route 525 loops through the northern portion of the community and connects to the Downtown Transit Center. Service is provided approximately every 30 minutes, with an additional stop at Frankling High School during the morning and afternoon peak periods. Route 580 operates on approximately one-hour headways and circulates in the southern portion of the neighborhood, connecting through South Stockton before ending at the Downtown Transit Center.

Express Route 47 provides a connection between Franklin High School and the Downtown Transit Center, operating on approximately 30-minute headways and increasing to approximately 15 minute headways during afternoon peak periods.

Multiple 300-series routes operate within the neighborhood on a seasonal basis, serving Franklin High School. Routes 380, 385, and 390 provide service only during the morning drop-off and afternoon pick-up windows. These routes experience heavy usage by students.

Many transit stops within Garden Acres do not have amenities such as benches, shelters, or trash receptacles. The provision of transit amenities along routes is outlined in RTD's Title VI policy, and determined by factors such as the number of customer boardings at each stop along a route, sufficient sidewalk widths, headways, and usage by elderly customers or those with disabilities.

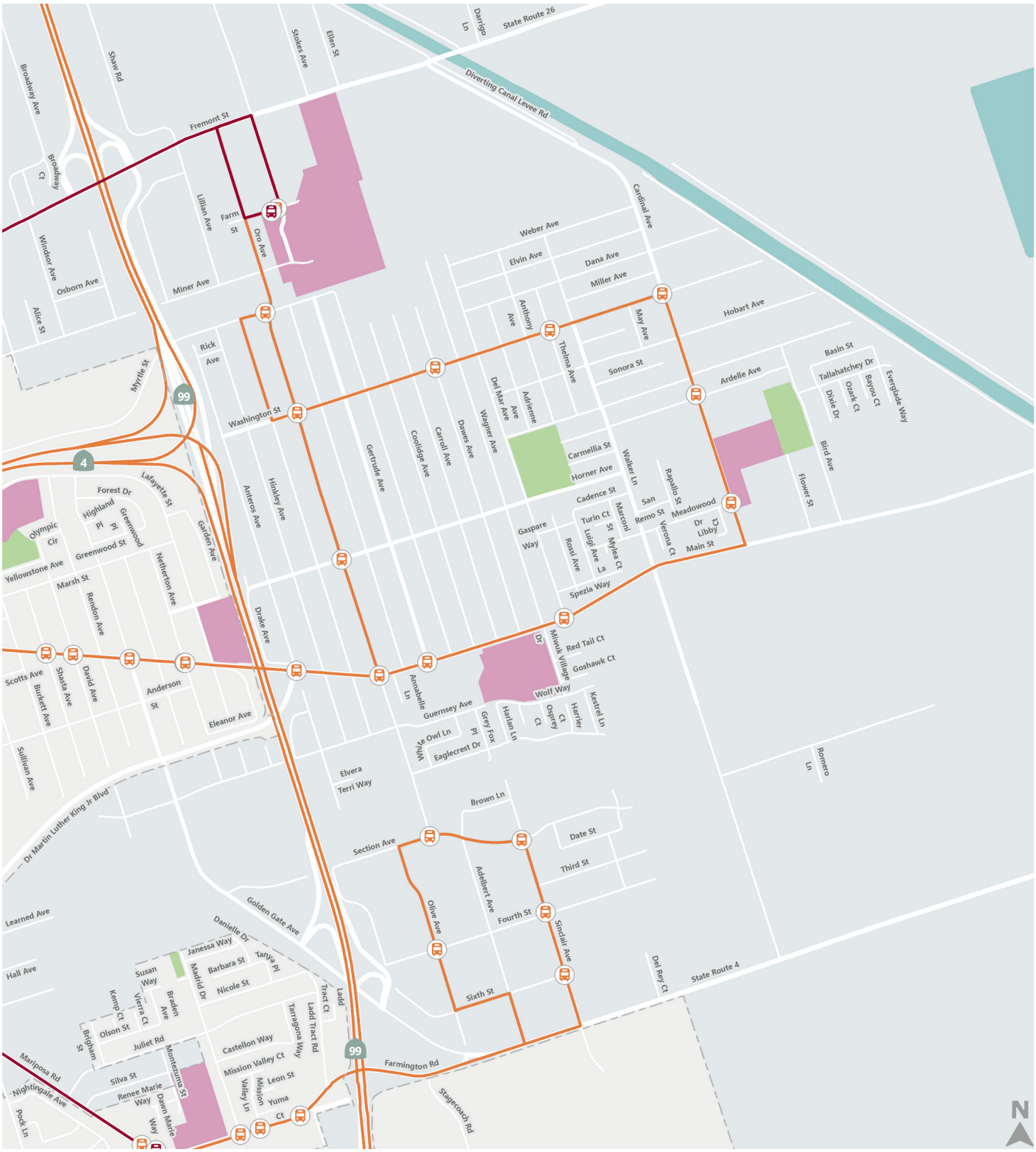


Figure 8: Transit Facilities

- Bus Rapid Transit (BRT) Stops
- San Joaquin Regional Transit District (SJRTD) Stops
- Bus Rapid Transit (BRT) Routes
- San Joaquin Regional Transit District (SJRTD) Routes
- Parks
- Schools

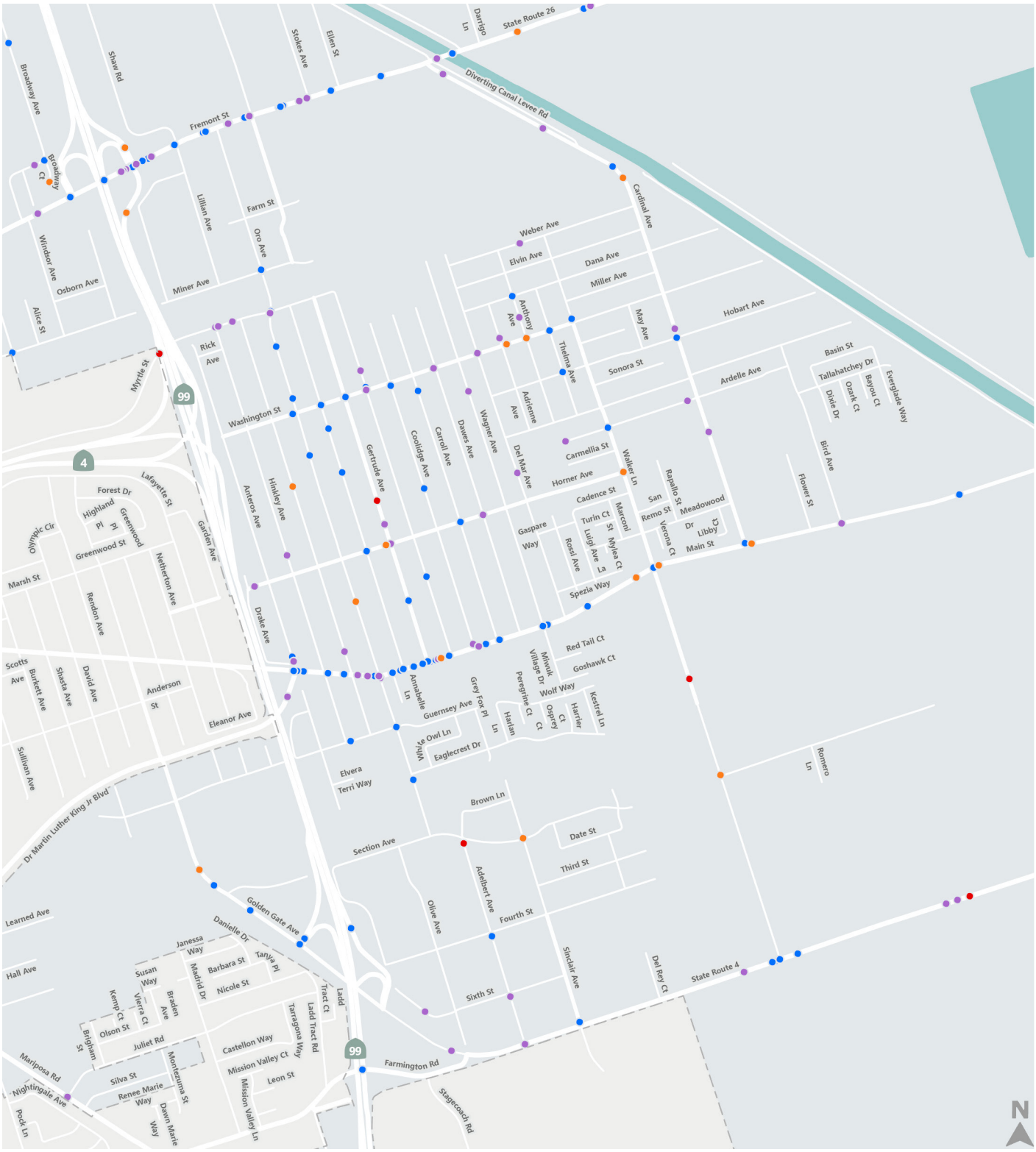


Figure 9: Collisions by Severity (2015-2019)

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Source: American Community Survey, 2017-2021.

Collision Analysis

As described in the San Joaquin County Local Road Safety Plan, San Joaquin County is committed to eliminating all preventable fatalities and serious injuries on its roadways by 2050.

This vision, and the overall goals and strategies for this plan, are based upon the Safe System approach. The Safe System approach acknowledges that humans make mistakes but seeks to ensure those mistakes do not result in serious injuries for any road user. Knowing the human body is vulnerable, it seeks to limit the kinetic energy transferred in a crash to levels a body can withstand when designing and operating a transportation network.

The Safe System approach incorporates five elements of a safe transportation system—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means responsibility for road safety is not born solely by road users. While road users are responsible for abiding by laws and regulations and exhibiting due care and proper behavior while navigating the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.

This analysis considers reported injury collisions from 2011 through 2020 available through the Transportation Injury Mapping System (TIMS). TIMS reports injury collisions from the Statewide Integrated Traffic Records System (SWITRS). This analysis does not include collisions that were reported as property damage only.

Collision databases have been found to have certain reporting biases:

- Collisions involving people walking, on bicycles, or on motorcycles are less likely to be reported than collisions involving people driving
- Younger victims are less likely to report collisions
- Alcohol-involved collisions may be under-reported

Race, income, immigration status, and English proficiency may also impact reporting, but there is limited research on these factors.

With those caveats in mind, this analysis identified several collision trends and risk factors in Garden Acres, including the following:

- Driving under the influence of drugs or alcohol, unsafe speeds, and improper turning were the primary collision factors for bicycle and pedestrian fatal or severe injury collisions
- Vehicle/pedestrian collision types accounted for 55% of all bicycle and pedestrian fatal or severe injury collisions

Collisions by Year and Mode

Table 5 provides a summary of collisions by mode and severity within the 10-year dataset. From 2011 to 2020, there were 349 total injury collisions, and 41 collisions where victims were killed or severely injured (KSI). On average, one person was killed each year in Garden Acres due to traffic collisions.

Table 5. Collision Summary (2011 - 2020)

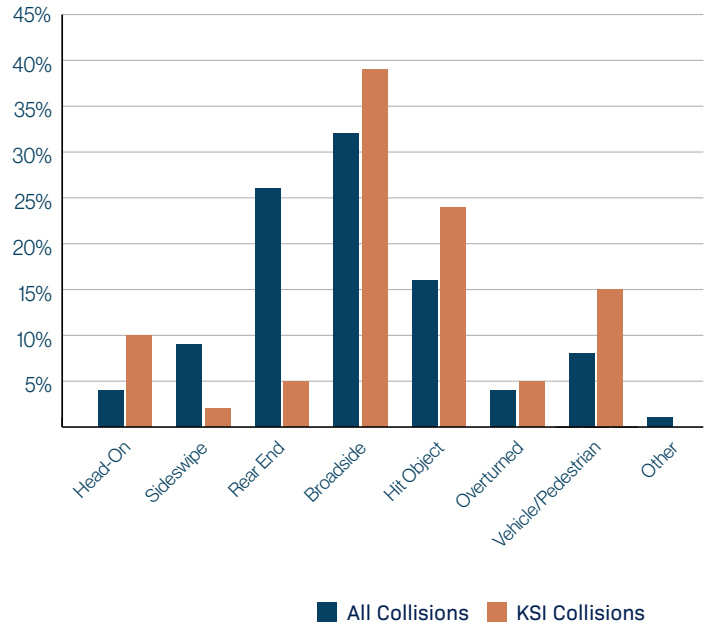
Total Injury Collisions (2011–2020)				
	Vehicle-Only	Bicycle-Involved	Pedestrian-Involved	Total
Total	296	21	32	349
Fatal or Severe	30	5	6	41

Source: Transportation Injury Mapping System (TIMS), 2011–2020; Fehr & Peers, 2023.

Collision Type

The three most common collision types in Garden Acres are Broadside (32%), Rear End (26%), and Hit Object (16%) as shown in **Figure 10**. Vehicle/Pedestrian collisions make up 8% of all injury collisions and 15% of all KSI collisions in Garden Acres. This further illustrates the disproportionate share of pedestrian KSI collisions in the community.

Figure 10: Injury Collisions by Collision Type

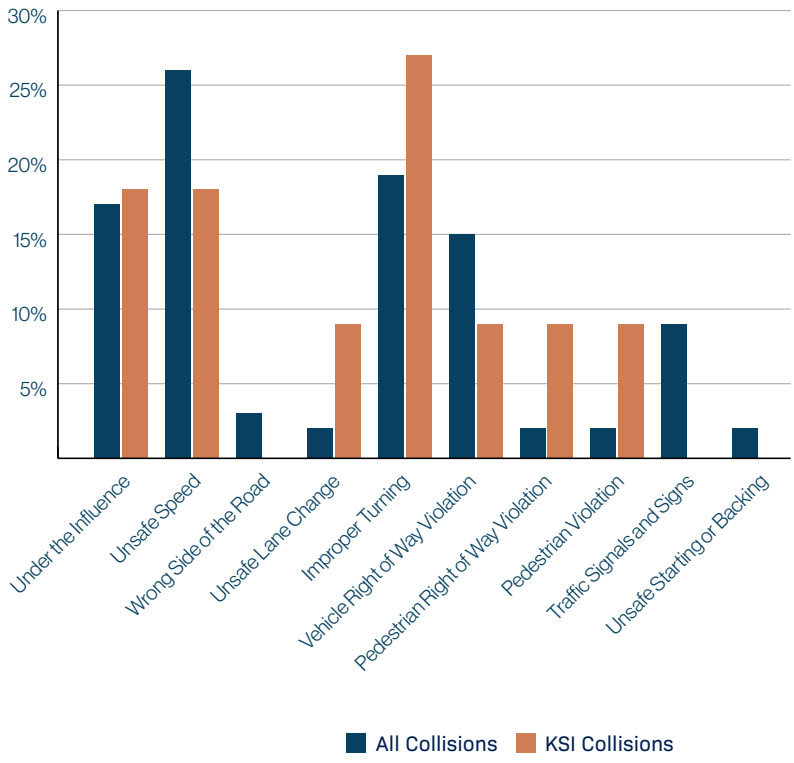


Source: Transportation Injury Mapping System (TIMS), 2011–2020; Fehr & Peers, 2023.

Primary Collision Factor (PCF)

Figure 11 compares the cited primary collision factors (PCF) for all collisions versus KSI collisions. The Pedestrian Violation PCF indicates the pedestrian violated a rule of the road, such as crossing outside of a crosswalk between two signalized intersections, as opposed to the Pedestrian Right of Way Violation PCF, where the vehicle violates the pedestrian's right of way. The Pedestrian Violation and Pedestrian Right of Way categories' overrepresentation in KSI collision data may be reflective of lack of clear information related to collision circumstances. Improper turning is also overrepresented as a share of KSI collisions; this PCF most commonly occurs at intersections and is associated with broadside crashes.

Figure 11: Injury Collisions by Primary Collision Factor

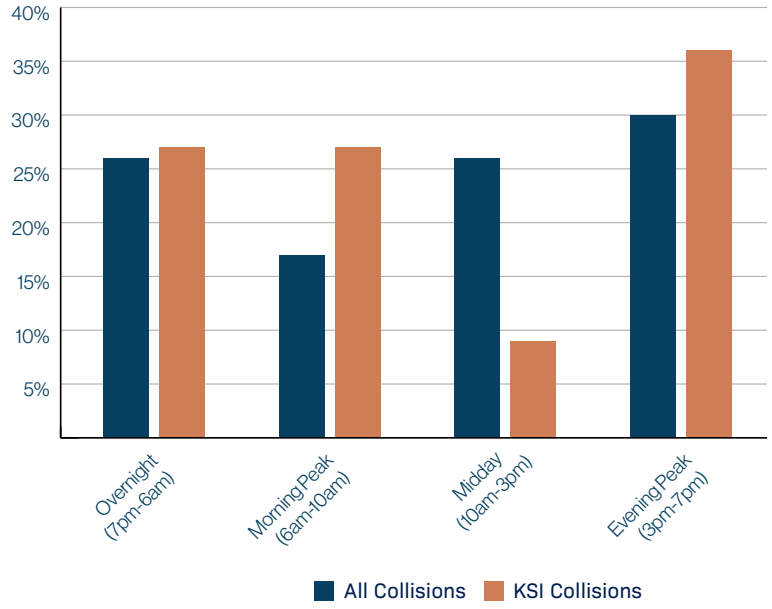


Source: Transportation Injury Mapping System (TIMS), 2011–2020; Fehr & Peers, 2023.

Time of Day

A large share of KSI collisions occur during evening times compared to midday periods. Thirty percent of all collisions and 36% of KSI collisions occur between 3 PM and 7 PM. **Figure 12** shows the distribution of injury collisions by mode and time of day.

Figure 12: Injury Collisions by Time of Day and Mode

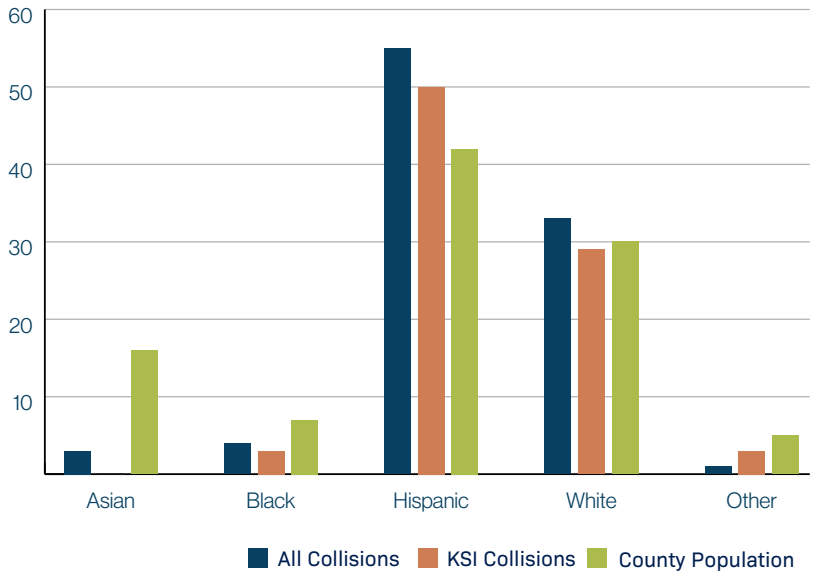


Source: Transportation Injury Mapping System (TIMS), 2011–2020; Fehr & Peers, 2023.

Victim Demographics

As shown in **Figure 13**, people identified as Hispanic represent the largest share of San Joaquin County's population, as well as the largest share of all collisions and KSI collisions in the Garden Acres neighborhood. People identified as Hispanic make up 42% of the county's population, 55% of all injury victims, and 50% of KSI victims countywide. It is important to note that race is determined at the discretion of the reporting officer and is only reported at the party level. Furthermore, if people of multiple races are present in a vehicle, only the driver's race will be reported. As noted previously, race, income, immigration status, and English proficiency may impact collision reporting, but there is limited research on these factors.

Figure 13: Collision Victim Race Distribution



Source: Transportation Injury Mapping System (TIMS) 2011–2020; 2019 American Community Survey, 5-Year Estimates Data Profiles, Table DP05 (U.S. Census Bureau. (2021); Fehr & Peers, 2023.

Chapter Three

Public Engagement

Community engagement for active transportation projects ensures that projects serve the walking and biking needs of the community, and that when the projects are implemented, they are accepted and valued. To achieve these goals, this project sought to engage a broad cross-section of the community, with a focus on those who are most likely to use walking and biking as modes of transportation.

The first phase of community engagement coincided with the existing conditions work to capture the current experience of residents within Garden Acres. The community was again consulted to provide feedback on the draft circulation network midway through the project. A final round of outreach coincided with the development of project recommendations and circulation of the draft plan document. Throughout the project, several channels were utilized to meet people where they are and provide a variety of avenues for participation:

- Listening sessions
- Community workshops
- Project website with an interactive map
- Conversations with stakeholder representatives
- Pop-up outreach

Project Website

A website—accessible from phones, tablets, and computers—was established at the beginning of the project. The website included information about the project, dates and times for upcoming outreach events, an interactive map, and place to access plan documents. The website was publicized via San Joaquin County's social media channels, on lawn signs, and as a flyer at the community center. Publicity materials are included in Appendix B-1.

Interactive Map

An online web map was established on the Social Pinpoint platform, housed on the county project website. The map interface allowed the public to view key data such as existing bike and pedestrian facilities, add location-specific comments about the challenges they experience walking and biking, and describe the improvements they would like to see in the city.

The most common comments received included

- Sidewalks are lacking in the community and people have to walk in the road or between the road and the ditch.
- A lack of bike lanes makes it difficult for kids to ride their bikes to school safely.
- Vehicles speed through neighborhoods and near schools like Henry Elementary, creating an unsafe environment for people walking and biking.
- There are not enough crosswalks throughout the community, especially on Main Street and near the schools.
- Lighting is minimal in many parts of the community and people do not feel safe walking or traveling at nighttime.
- Streets like Walker Lane, Main Street, and Bird Avenue are not safe for walking due to speeding vehicles, no police presence, no lighting, and lack of sidewalks.
- People would like to see more speed bumps through neighborhood streets.
- There are too many loose dogs that make walking dangerous and unsafe.
- Essential services are located too far from Garden Acres and require a personal vehicle.

Appendix B-2 includes summaries of all public outreach events.

Project Development Team

Recognizing that collaboration across multiple agencies will be necessary in the implementation of this plan's recommendations, a Project Development Team (PDT) was formed at the outset of the project. This group met at key project junctures to build consensus, discuss challenges and trade-offs for implementation, and guide project decisions. Members included representatives from San Joaquin County, the City of Stockton, Caltrans, San Joaquin Regional Transit District, the San Joaquin Council of Governments, and Stockton Unified School District.

Outreach Events

Public outreach was targeted to include as many members of the Garden Acres community as possible. The project team contacted 100 stakeholder groups representing various entities such as local small businesses, schools, the chamber of commerce, housing, businesses, faith-based organizations within Garden Acres, and social service organizations that provide resources to seniors, persons with disabilities, youth, and families in the region. The project team personally contacted these groups via phone calls and emails, informing them about the upcoming meetings and requesting they disseminate the information to their organization through email newsletters, social media posts, website updates, or other communication links. All awareness materials were bilingual in English and Spanish for accessibility. Additionally, geographically targeted social media stories were posted two weeks before the workshop. AIM Consulting collaborated with San Joaquin County Public Works to communicate important information to city residents through various channels. Additionally, AIM Consulting created a direct mail piece distributed to over 1,500 residents living in the project area.

Involving Garden Acres residents, employees, business owners, and visitors was essential to create a plan that addressed diverse mobility needs. The project team launched a community engagement program to inform residents about the plan's goals and gather input at each planning milestone. Engagement began in Fall 2023 with workshops and pop-up events. Below is a list of activities throughout the project, with full summaries available for each in the appendix.

- **September 25, 2023:** Pop-up at Weekly Community Food Distribution
- **October 5, 2023:** Workshop/Listening Session
- **December 14, 2023:** Pop-up at Parent Coffee Hour
- **February 24, 2024:** Pop-up at Annual Stockton Eastern Little League Tryout
- **April 2, 2024:** Community Workshop
- **September 23, 2024:** Traveling Road Show
- **November 2, 2024:** Fall Celebration Expo

Pop-up Event: Community Food Distribution

September 25, 2023
Garden Acres Community Center

Target Audience:

Community members who attend the weekly distribution

Event Purpose:

The project team hosted an event to inform the community and gather feedback on transportation issues, providing bilingual materials and details about the October 5 workshop.

What We Heard:

During the first community event, numerous residents voiced concerns about walking and safety in the area. Below are quotes from community members who provided feedback to the project team.

- Vehicles race down the road where numerous children play are present.
- Garden Acres needs more speed bumps!

Lesson Learned:

Community members shared needs for improving walking and biking facilities, including traffic calming, sidewalks, and crosswalks. The feedback indicated the community supports the addition of sidewalks, lighting, shared paths, and safey beacons.

Workshop/Listening Session

October 5, 2023
Garden Acres Community Center

Target Audience:

All Garden Acres community members

Event Purpose:

The project team created interactive board exhibits to collect feedback and insights on mobility needs. The workshop aimed to inform the community about the plan and identify safety concerns in Garden Acres.

What We Heard:

- We need transit; currently, there is none in a country area. There are many accidents on Highway 26 and Cardinal, and there is so much traffic when school is getting let out.
- Speeding near Henry Elementary.
- No sidewalks; feel unsafe around parks because there is no lighting.
- Scared to bike; want more playgrounds and pools. Bird Ave is not safe.

Lesson Learned:

Community members raised concerns about traffic calming, emphasizing the need for sidewalks, crosswalk beacons, bike lanes, better lighting, bus shelters, and measures against speeding and loose dogs. Suggestions included more playgrounds, pools, and beautification efforts.

Pop-up Event: Parent Coffee Hour

December 14, 2023 | Henry Elementary School

Target Audience:

Parents of Wilhelmina Henry Elementary

Event Purpose:

A primary concern was the safety of children walking, biking, or taking the bus to school. The team convened with parents during the weekly parents coffee hour at Henry Elementary to gather additional insights.

What We Heard:

- Parent #1: I'm concerned about my kids' safety walking to Henry Elementary and Franklin High School and I'm eager to see walking paths improved.
- Parent #5: Will there be more safety measures on Main Street to prevent pedestrian collisions?
- Group of Parents (In Spanish): Agreed collectively that sidewalks, beacon-lit sidewalks/stop signs, and additional safety measures are beyond overdue in the Garden Acres Community.

Lesson Learned:

After discussing the interactive boards, parents expressed a need for safer access for students in Garden Acres due to lack of sidewalks, which forces them to walk on the road. They also voiced concerns about poor street lighting in fall and winter.

Pop-up Event: Annual Stockton Eastern Little League Tryout

February 24, 2024
Bird Park

Target Audience:
Parents and adults involved in the Eastern Little League

Event Purpose:
The project team resumed pop-up events and workshops to gather feedback on improvements after refining the plan.

What We Heard:
Most parents do not allow their children to ride bikes or walk around the Garden Acres community.

Lesson Learned:
Parents expressed that safety and accessibility hinder children from biking in Garden Acres, leading them to favor driving over walking or public transport.

Workshop: Community Workshop

April 2, 2024
Garden Acres Community Center

Target Audience:
All Garden Acres residents

Event Purpose:
The project team held the second community-wide workshop at the Garden Acres Community Center to collect feedback on suggested enhancements for bicycle and pedestrian routes and possible program initiative measures to improve mobility and safety.

What We Heard:

- We need more law enforcement, safe travel opportunities for kids, and direct transit to schools and groceries
- Speeding cars, no police and no sidewalks make it feel unsafe around parks because there is no lighting.
- We need more sidewalks near schools.

Lesson Learned:
Community members reviewed and provided feedback on two updated board exhibits: a proposed sidewalk priority network and a slow street network.

Pop-up Event: Traveling Road Show

September 23, 2024
Garden Acres/Stockton, CA

Target Audience:

Partners who have supported or promoted the project within their network

Event Purpose:

The project team held a roadshow to engage partners in the Garden Acres Sustainable Communities Plan and invite participation in the November 2 Expo, where the draft plan will be revealed. Participants included SJC Public Health, Garden Acres Community Center, and Catholic Charities.

What We Heard:

Partners highlighted safer parks, community engagement, tech education, and improved student access, showing enthusiasm for the upcoming fall expo.

Lesson Learned:

Efforts at the grassroots level were highlighted to engage a broader audience, recognizing that only some in the community have internet access.

Workshop: Fall Community Celebration Expo

November 2, 2024
Bird Park

Target Audience:
All Garden Acres residents

Event Purpose:
After a year of community engagement with over 150 participants, the Garden Acres Sustainable Communities Plan draft was unveiled for feedback. This fall event celebrated the project's completion, featuring a community expo that shared the draft and promoted local resources services.

What We Heard:
I will not let my boys walk to the store around the corner because the cars drive too fast. I'm so happy we are finally working on our community! We have lived here our whole lives; it's wonderful that you're doing this.

Lesson Learned:
Community members want safer conditions in Garden Acres for children, especially during fall and winter when accidents rise due to poor lighting. They also seek better communication about initiatives and upgrades to local parks.

Public Awareness and Noticing

Throughout the public engagement process, the project team dedicated significant efforts to awareness and public notifications to encourage community involvement. All notification materials were available in English and Spanish, and Spanish-speaking project team members were available at all outreach events.

The team implemented various methods to reach a wider audience including:

- Distributing flyers to local businesses and placing lawn signs in high-traffic areas such as main roadways, bus stops, and street corners near local schools in the Garden Acres area.
- Sent over 3000 pieces of direct mailers to households in the Garden Acres community.
- Sharing informative posts and engaging contact on popular social media platforms like Facebook, Twitter, and Instagram to boost their outreach. By sharing informative posts and engaging content, they connected with a diverse audience and encouraged community discussions about the project.
- Contacting various stakeholders directly in Garden Acres, including local businesses, educational institutions, and community organizations to inform them of project updates, share past collaboration details, and seek assistance in disseminating this information.

Please refer to Appendix B-2 for summaries from each public outreach phase.

Chapter Four

Recommendations

Multiple transportation needs were identified in the Garden Acres community. This chapter provides an overview of the recommended initial network of improvements for bicycling and walking, along with a set of priority projects.

Circulation Network

Garden Acres is a primarily residential community with schools, parks, industrial, and retail destinations. Convenient routes for people walking and biking are limited in Garden Acres due to the long block lengths and lack of east-west connections. While existing connections provide direct access to key destinations like schools and parks, they do not connect to most of the residences in Garden Acres.

Community feedback from outreach activities indicates a strong desire for connected and comprehensive sidewalk and bikeways. Using comments received at in-person and online outreach, and mapped data of land use and community destinations, the project's Technical Advisory Committee developed a draft conceptual circulation network. The network identifies priority streets for pedestrian improvements, and priority "slow streets" for bicyclists (via traffic calming measures or other interventions). This network aims to create a cohesive network of north-south and east-west streets that link priority destinations and leverage funded improvements, such as the recently constructed sidewalk project on Section and Oro Avenues, and previously completed projects, such as the sidewalks on Ardelle Avenue. The draft network was reviewed and received support from the community at an Open House in April 2024.

While there is a need and desire for improvements on all streets within Garden Acres, fiscal realities may make that challenging in the near term. Thus, the conceptual circulation network should be viewed as an initial phase of improvements that creates a backbone network of transportation infrastructure throughout the community. After completion, the County should return to the community to gather additional information from constituents about where additional improvements should be considered for future phasing.

The planned and proposed bicycle and pedestrian network is shown in **Figure 14**. This network connects residents of Garden Acres to key destinations, filling the major gaps in the existing network. North-south pedestrian connections were selected to provide continuous connections to existing facilities along Main Street and near Franklin High School, two key destinations for many residents. Adding sidewalks to Anteros Avenue will connect residents to the existing pedestrian freeway overcrossing at SR-99, and Oro Avenue will provide a direct connection through the entirety of the community. Though east-west streets are limited to Washington Street and Horner Avenue, both are shown with proposed improvements to provide access to everyone in the community. Washington Street was chosen to include both pedestrian and bicycle facility improvements due to its additional right-of-way, east-west connectivity, and existing transit service. Intermixed with the pedestrian network are proposed slow streets for bicyclists, which will include tools such as bicycle sharrows, speed bumps, and traffic calming strategies to slow down vehicles to speeds compatible with a shared use roadway. While intended for bicycle use, the slowed streets may also prove more comfortable for pedestrians who currently use these routes and must share the roadway with faster moving vehicles.

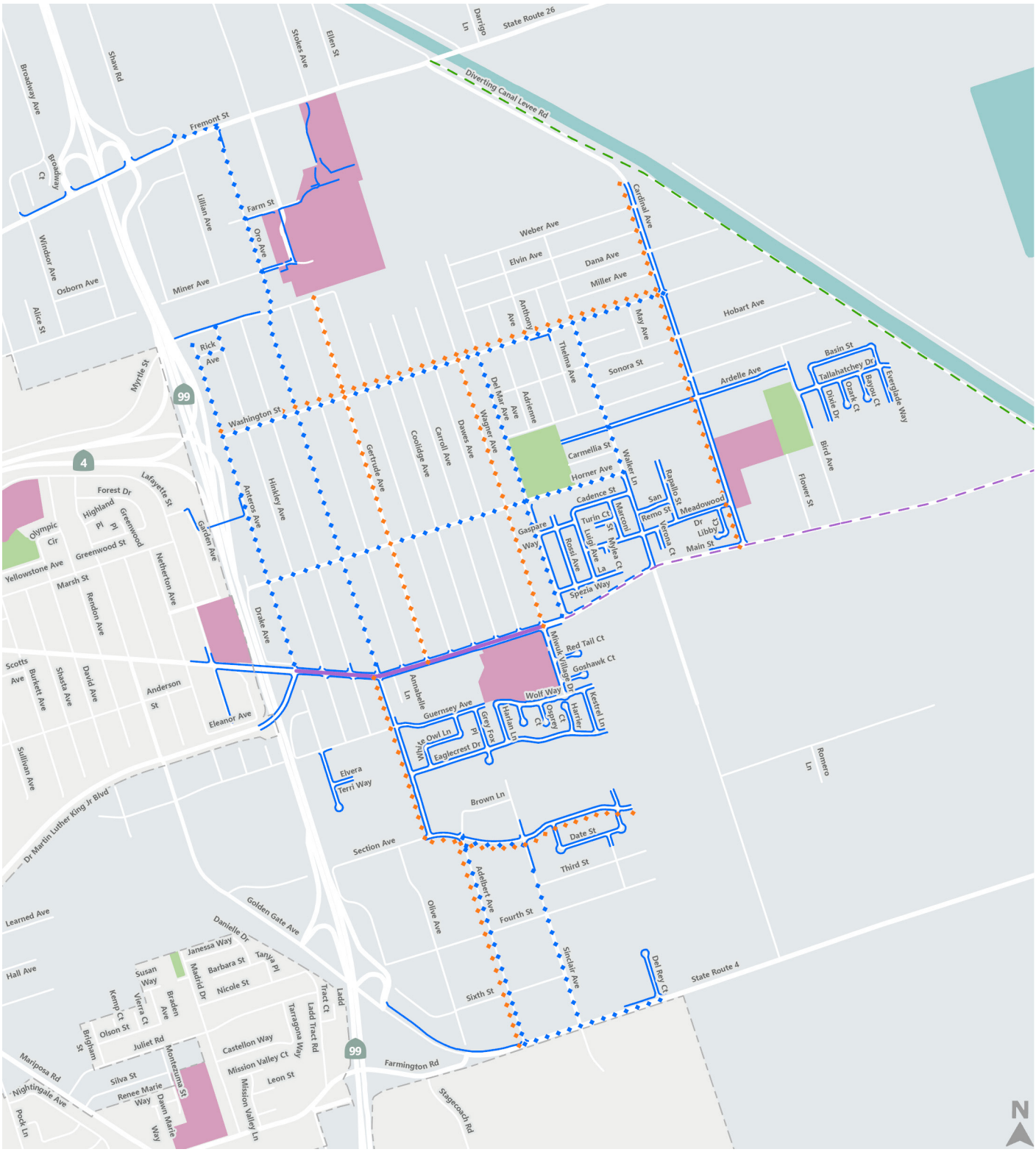


Figure 14: Planned and Proposed Bicycle and Pedestrian Network

- Existing Class IIB Buffered Bicycle Lane
- Proposed Class I Bicycle Path
- Proposed Class IIB Buffereed Bicycle Lane
- Proposed Slow Streets for Bicyclists
- Existing Sidewalk
- Planned and Approved Sidewalk
- Proposed Pedestrian Network
- Parks
- Schools

Complete Streets and Intersection Design

Most of the roadways in Garden Acres are residential streets with a consistent 50-ft right-of-way (ROW). These streets do not contain sidewalks, and the paved portion of the road is approximately 25-ft-wide. Washington Street is an exception to that, with a 60 ROW from Anteros Avenue to Sinclair Avenue, and 80-ft east of Sinclair Avenue. A set of representative cross sections were created showing potential configurations that can be applied to all streets meeting a certain set of conditions in Garden Acres.

Building from the circulation map and proposed cross sections, a series of sample intersection improvements were created at four locations within the community. The concepts are influenced by San Joaquin County Design Standards but incorporate on-street bicycle lanes and narrower travel lanes to encourage active transportation and increase safety for all modes of travel in Garden Acres. While illustrative locations are provided for each intersection improvement, these are intended to be typologies for improvements that could be applied at other, similar intersection locations throughout the community.

Drawings for each cross section and intersection typology are provided in **Appendix C**.

Priority Projects

Working from the circulation network map discussed above, roadways were grouped to form sets of priority transportation improvement projects. The four priority improvement projects identified include high-level cost estimates, proposed cross sections, and the application of various complete streets tools from the tool box. The information in this section may be used to inform grant applications or other funding approaches, as discussed further below. Improvements identified in the circulation network map and as priority projects are eligible for the State and Federal funding sources identified in the implementation chapter.

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Washington Street Complete Streets

This project will transform Washington Street into a “complete streets” corridor from Anteros Avenue to Cardinal Avenue. Currently, Washington Street is an east/west two-lane road with on-street parking from Anteros Avenue to the Calaveras River levee. Many of the intersection approaches along Washington Street are uncontrolled, giving vehicles the opportunity to speed through the corridor. Since Washington Street is one of the only east-west connectors in the Garden Acres community, this street sees a lot of residential and commercial traffic. Washington Street is different from many of the other roads in Garden Acres due to its additional right-of-way. Between Anteros Avenue and Sinclair Avenue, Washington Street has a 60-foot right-of-way. East of Sinclair Avenue, Washington Street has an 80-foot right-of-way.

This opens up an opportunity for active transportation improvements in a community where many residents rely on walking or biking to get to primary destinations around town.

Proposed improvements include new sidewalks, buffered bicycle lanes, upgraded crossings at multiple intersections, and space for landscaping. The improvements will create new spaces for people to walk and bike, support businesses along the corridor, and slow traffic. **Figure 15 and 16** shows two sample cross sections along Washington Street. **Figure 15** is a sample of the 60-foot right-of way of Washington Street. **Figure 16**, on the following page, is a sample 80-foot cross section.

With these complete street improvements, Washington Street will be transformed into a safe corridor for residents of Garden Acres. The improvements will slow down vehicles and prioritize active modes of travel along one of the main east/west connectors in the community.

Total Estimated Cost:

$3,125,000
Total Pre-Construction Costs (PE+RW)

$12,500,000
Total Construction Costs

$15,625,000
Total Project Cost

Figure 15: Washington Street 60-foot right-of-way proposed cross sections

Figure 16: Washington Street 80-foot right-of-way proposed cross sections

Safe Routes to Franklin High School

Franklin High School is located on the northern end of the Garden Acres community and serves students from a large area of eastern Stockton. SR 26 runs along the northern frontage of the school, and the campus is bordered by residential and industrial land uses. Sidewalks are present along Farm Street and Gertrude Avenue, bordering the campus. However, there are no sidewalks connecting to these streets, leaving students to walk along the street until they get to the school campus. After school, students can be seen walking along the side of the road on SR 26 as they make their way home or to the shops and service stations located along SR 26.

Many students rely on transit to get to and from school. Bus stops on Farm Street and Myrtle Street serve Franklin High School with routes connecting throughout Garden Acres and into Stockton, including the transit hub at the Downtown Transit Center.

Total Estimated Cost:

$2,500,000
Total Pre-Construction Costs (PE+RW)

$9,250,000
Total Construction Costs

$11,750,000
Total Project Cost

Figure 17: Bus lane on Farm Street proposed Cross Sections

This project will create safe routes to and from Franklin High School by widening sidewalks, installing new sidewalks, improving intersections and access to transit stops, and adding new crosswalks. A continuous sidewalk will be created on Oro Avenue that runs the length of the community from Main Street to SR-26/Fremont Road. These enhancements will facilitate easier connections to the heavily used transit stops discussed above, and create access throughout the community for all users, in addition to students traveling to and from school.

The provision of amenities at transit stops is guided by SJRTD's Title VI policies and based on the number of customer boardings at bus stops along a given route. In limited cases, RTD may add bus shelters and benches if requested by jurisdictions. The addition of amenities to the bus stops near Franklin High, particularly on Myrtle Street, would support the heavy usage seen by students at that location during the school year, and may be an opportunity for collaboration between the County, RTD, and Stockton Unified School District.

While not within the purview of this project, it is recommended that Caltrans consider the installation of additional crossings and sidewalks on SR 26. Currently, there are no sidewalk connections at the marked crossings and signalized intersections across SR 26, including at the northern entrance to Franklin High. This leaves both students and other users of the corridor with no easy way for users to connect to the existing sidewalk on the north side of the overcrossing at SR-99. Many users were observed walking across the SR 99 overpass on the south side of the roadway despite the lack of sidewalk, presumably due to both desire paths and the disconnected crossings.

Figure 18: Oro Avenue Continuous Sidewalk proposed cross sections

Community Slow Streets

One of the main concerns that residents of Garden Acres have is speeding along the neighborhood streets. Many residents also expressed that they feel unsafe and in danger when trying to walk and bike in the street due to the lack of infrastructure available to them.

To slow down traffic and improve travel and connectivity between community destinations, a series of “slow streets” will be created on Gertrude Ave, Wagner Ave, and Cardinal Ave. Improvements to these streets will include traffic calming treatments, bicycle boulevard markings, and enhanced crossing and intersection treatments to make it more comfortable for users to share the road with vehicles.

These streets were chosen because of their north/south connectivity across the community. Gertrude Avenue connects to the existing RRFB at Main Street, creating a safe connection with access to Dollar General. Designating Wagner Avenue as a slow street will provide a connection to Henry Elementary school for students living north of Main Street and provide access to the signalized intersection at Main Street. Cardinal Avenue is a main connector for community members wanting to access Elmwood Elementary school, creating a lot of foot traffic, and is one of the few routes that connects between Main St and SR 26. By slowing this street down, residents will be able to access the two main routes into and out of the neighborhood safely.

On Cardinal Avenue, the addition of new striping will delineate one travel lane in each direction and the location of on-street parking, which will create the effect of narrow lanes that will further slow traffic. This will be reinforced with additional lane markings, sharrows, signage, and traffic calming elements to enhance the existing bulb outs and sidewalks along the corridor.

Total Estimated Cost:

$500,000
Total Pre-Construction Costs (PE+RW)

$1,500,000
Total Construction Costs

$2,000,000
Total Project Cost

Figure 19: Community Slow Streeton Cardinal Avenue Proposed Cross Sections

South Garden Acres Sidewalk Improvements

Building off of a recently constructed sidewalk project on Oro Avenue, this project will create a continuous walking connection from Section Ave to Farmington Road/SR-4. While these streets are major connectors between SR-24 and the greater Garden Acres community, they currently lack continuous sidewalks, and the large, skewed intersection at Section Ave and Adelbert exhibits evidence of high-speed driving and burnouts. In addition, SJRTD operates three bus routes on Sinclair Ave and one on Section Ave, and the corridors are frequently used by students walking or biking to Henry Elementary School.

To address these needs, new sidewalks will be installed on both sides of Adelbert Ave, Sinclair Ave, and the remaining piece of Section Ave.

A mini roundabout and pedestrian crossing will also be installed at Section and Adelbert to improve crossings and slow traffic. Taken together, this will enable residents with greater access to local services, and transit routes, which link to jobs and services in the greater Stockton Area.

The County submitted this project for statewide and local Active Transportation Program grant funds in the Spring of 2024. The results of that application are currently pending.

While not under the purview of this project, it is recommended that Caltrans consider closing sidewalk gaps on SR-4/Farmington Road between Adelbert Ave and the Valley Del Sol farm labor housing complex.

This would create a continuous sidewalk connection from Garden Acres to the SR-4/Golden Gate Avenue overcrossing at SR-99. In addition, during public outreach, some requests were made for an additional marked crossing at the Adelbert Ave and SR-4 signalized intersection, to create access to the employment centers located on the south side of SR-4.

Total Estimated Cost:

$1,000,000
Total Pre-Construction Costs (PE+RW)

$3,500,000
Total Construction Costs

$4,500,000
Total Project Cost

Figure 20: South Garden Acres Sidewalk on Adelbert Avenue Proposed Cross Sections

Chapter Five

Improvements Toolkit

This chapter presents a series of tools applicable to the Garden Acres community, that have the potential to be broadly applied to address commonly shared community concerns around traffic safety, and encouragement for bicycling and walking.

Traffic Calming Toolkit

Community feedback indicates a high degree of concern with speeding on residential streets throughout Garden Acres. Many of the larger intersections and corridors indicate evidence of burnout activity associated with reckless driving. Traffic calming is crucial in smaller communities like Garden Acres because it can improve safety, mobility, and comfort for all modes of transportation. Additionally, slower vehicle speeds create greater changes for survival in the event a crash does occur.

The following traffic calming devices address concerns that have been observed in Garden Acres and reported by residents. These specific devices target issues such as speeding vehicles, high traffic volumes, cut-through traffic, or safety concerns.

Lane Narrowing

Reducing lane widths can lower vehicle speeds, reduce crossing widths, and reduce pedestrian exposure to motor vehicle traffic, in addition to creating additional space in the roadway for other uses (such as wider sidewalks or bike lanes). If done through routine restriping and repaving projects, lane narrowing can be a low-cost intervention.

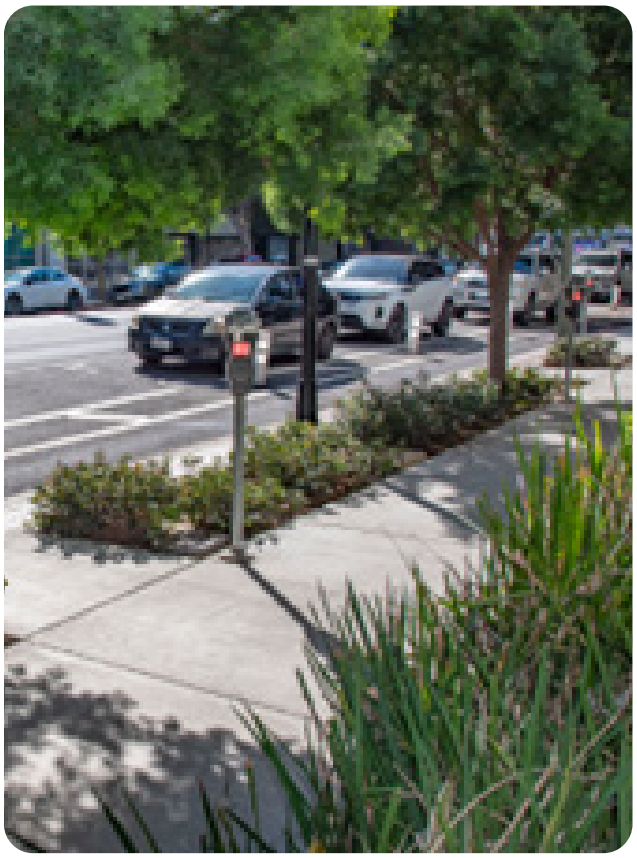
The AASHTO Greenbook recommends the following widths:

- 9 feet lanes on rural roadways
- 10 feet for most vehicular travel lanes
- 10 feet for turn lanes
- 11 feet for lanes to accommodate large volumes of trucks, buses, or larger vehicles (typically where volumes of large vehicles are greater than 8 percent)

Currently, San Joaquin County Design Standards call for a minimum width of 12 feet on rural residential roadways . Reducing lane widths, particularly on constrained residential streets such as those within Garden Acres, may create additional opportunities to install bicycle and pedestrian facilities, reduce vehicle speeds, and still accommodate residential parking demands.

Landscaping and Tree Canopy

Trees placed along streets can potentially help reduce motor vehicle speeds and collisions. Streets lined with trees or with landscaped buffers can affect driver perception of lane width, called an "edge effect". As noted previously, this may require establishment of a maintenance district, which would require resident approval.



Source: https://streetsla.lacity.org/right-of-way-landscaping

Curb Extensions

Curb Extensions and bulb-outs extend the sidewalk into the parking lane to narrow the roadway at intersections. Bulb-outs can make intersections more pedestrian friendly by shortening the crossing distance improving sight lines. Both effects increase pedestrian comfort and safety at the intersection.

Source: Google maps- Ardelle Ave and Cardinal Ave

Two-Lane Choker

Chokers are curb extensions at midblock that narrow a street by widening the sidewalks or planting strips. Chokers leave the street cross section with two lanes that are narrower than the normal cross section, requiring motorists to yield to one another at the choker point. Their effectiveness in calming traffic requires that the travel-way cannot be wide enough for two cars to pass (but will still allow emergency vehicles to pass unimpeded).

Source: Fehr & Peers Traffic Calming Guidance

Pedestrian Refuge Island

Medians are raised islands placed in the middle of the roadway around which traffic circulates. Medians without horizontal deflection do not extend into the travel lane, maintaining a straight-line path for drivers. While they are not as effective as medians with horizontal deflection, they can still be beneficial. They can act as pedestrian refuges, increasing pedestrian safety, and provide aesthetic benefits.

Source: Google Street View: Sacramento, California

Speed Lump/Cushion

Speed lumps are rounded raised areas placed across the road with two wheel cutouts designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal slowing. The design limits passenger cars and mid-size SUVs from fully passing through the cut-outs and requires travel over the lump.

Source: Fehr & Peers Traffic Calming Guidance

Speed Humps

Speed humps are rounded raised areas placed across the road, but unlike speed lumps, they do not have cut-outs for large vehicles and bicycles. They are typically 3-3.5 inches high, parabolic in shape, and have a design speed of 15 to 20 MPH. A series of speed humps are often needed to retain slower speeds over a longer distance. Installation of speed humps in Garden Acres would require approval from the local Fire Chief .

Source: Fehr & Peers Traffic Calming Guidance

On-Street Parking

On-street parking can assist in achieving lower operating speeds by constricting driver experience with increased side friction. On-street parking can either be parallel or angled, parallel parking provides more potential for speed reductions. Typical applications can include parking on both sides of the roadway, either side, or alternating from one side to the other for a chicane effect. On-street parking can be combined with other traffic calming measures.

Source: Google Street View: Ardelle Ave

Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches of the traffic circle. Circles prevent drivers from speeding through intersections by impeding the straight-through movement. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle, and the agency can use mountable curbs if turn radii are a concern for emergency vehicles and/or trucks.

Source: Fehr & Peers Traffic Calming Guidance

Programmatic Recommendations

There are programming activities that can address transportation needs and complement changes to the built environment. The ideas discussed below were shared with the community at the public Open Houses, and in many cases came directly from community members themselves. Implementation of these activities is most likely to occur through partnerships with local schools, Stockton Unified School District, local advocacy or non-profit groups, or other departments such as Public Health.

Safe Routes to School Maps

Safe Routes to School (SRTS) maps are designed to identify safe paths for children to walk or bike to school. These maps prioritize routes that avoid high-speed and high-traffic areas and intersections with high collision rates, while promoting safer travel options. These maps encourage active transportation, reduce traffic congestion at pick up and drop off, and support children's physical and mental well-being. Safe Routes to School maps promote accessibility and can better allow parents to comfortably let their kids travel to school on their own.

Safe Routes to School Maps can also be a supportive strategy to walking school buses or corner captains, as discussed below. Route maps should be created for both Henry and Elmwood Elementary Schools that prioritize the use of streets with sidewalks, traffic calming features, and marked/signalized crossings.

Walking School Bus

A walking school bus is a group of children walking to school together, supervised by parents or community volunteers. The walking school bus provides a safe and organized way for children to commute to school in groups, promoting both physical activity and social interaction, while ensuring that there is always adult supervision along the route.

In smaller communities like Garden Acres, the walking school bus is particularly useful and safe because it fosters a sense of community and trust among residents. Adults know each other and can easily keep an eye on the children, reducing the risk of dangers. It also helps cut down on traffic congestion and car use around schools, improving air quality and reducing the likelihood of collisions. Additionally, the walking school bus encourages environmental sustainability by reducing car use and promoting healthy habits.

Similar groups can also be formed for students who prefer to bicycle (Bike Bus).

Corner Captains

Garden Acres is home to several schools and has a large before and after school pedestrian presence that is not often regulated for safety. Corner captains are community members assigned to stations at specific areas during before and after school peak times. Their role is to monitor the area and be an adult resource to ensure that students are getting to and from school safely, while offering students a greater degree of independence compared to walking school buses. They can guide the students and are available to respond or contact authorities in case of an emergency. Corner captains should be organized by school sites.

Bike Skills Workshops or Bicycle Rodeos

Bike skills workshops are events designed to teach residents of a community how to ride a bicycle in a safe and confident manner. The workshops are centered on developing bicycle skills such as traffic safety, riding techniques, and basic maintenance. While frequently offered at schools for students and younger bicyclists, they can be geared towards riders of all ages and skill levels, including adults.

California Highway Patrol (CHP) operates traffic safety grants funded by the Office of Traffic Safety (OTS) to provide educational events, frequently in partnership with non-profits, community advocacy groups, schools, or departments like Public Health.

Helmet Giveaways

Helmet giveaways are a common strategy to ensure that children and low-income families have access to protective gear that increases safety. Helmets are proven to reduce the risk of serious injuries for anyone cycling or scootering through the community. In Garden Acres, helmet giveaways would help promote safe bicycling practices, and could be offered at school or community events, potentially in partnership with skills trainings or bicycle rodeos.

Similar to Bicycle Rodeos, CHP receives funding to support helmet fittings and giveaways. Support for giveaways may also be available through Public Health, Stockton Unified School District, or by partnerships with local service organizations.

Electric Car Sharing

Electric car sharing programs give people access to electric vehicles (EVs) on-demand without the responsibility of ownership. They are a sustainable alternative to traditional car ownership. Reducing the number of gas-powered vehicles on the road reduces air pollution and greenhouse gas emissions. These programs are cost efficient and convenient for users, allowing for flexibility when the user needs a vehicle. This can help reduce traffic congestion and the need for parking space. By making EVs more accessible, electric car sharing incentivizes the transition to a more sustainable and efficient transportation system.

The San Joaquin Council of Governments (SJCOG), through the Stockton Mobility Collective, has recently launched a series of programs to improve transportation options for residents, including carsharing programs. Through a partnership with Miocar, there will ultimately be 30 electric vehicles at approximately six or seven stations around Downtown Stockton and along major north-south transportation corridors. While no sites within Garden Acres have been identified, the program continues to seek partnerships with locations that have documented mobility challenges and underserved transportation needs. Sites such as the Garden Acres Community Center could be a strong potential candidate for future phases of the program, or similar efforts.

Programming to Activate the Streets

Developing events and activities that treat streets as shared public spaces is an increasingly popular way to bring people together and promote streets as more than just areas for vehicle storage or throughput. Events can include kids open streets days, community biathlons, street festivals, outdoor exercise sessions, and more. Kids Open Streets events are where streets are closed to traffic for a period of time to allow for children and families to play, bike, walk, or skate without having to worry about vehicles. Events like these promote active transportation and outdoor recreation while fostering a sense of community. Community biathlons engage participants of all ages and fitness levels to get involved while promoting preferred routes for bicycling and walking. Other events, such as street festivals or outdoor workout sessions, make streets lively and encourage social interaction within the neighborhood. All of these events can help build and connect the community while raising awareness of new or upcoming changes to roadway infrastructure.

Mobile Spay & Neuter Clinics

Many of the residents in Garden Acres indicated they do not feel safe walking or biking due to the number of stray animals seen on the street. While not a traditional transportation strategy, mobile spay and neuter clinics can be vital in communities like Garden Acres because they provide affordable veterinary services for pet owners that may not have the accessibility or resources to visit a normal clinic. These mobile clinics offer services to control the pet population and reduce the number of unwanted animals and provide an alternative to costly or limited veterinary care.

The County currently does not operate an animal shelter, instead partnering with the City of Stockton. The County Board of Supervisors has also elected to provide discretionary funding to support the non-profit Animal Protection League, which recently opened a free/low cost spay and neuter clinic and is operating a mobile surgery clinic. Currently residents can contact the facility to schedule an appointment, however it is unclear how widespread knowledge of this is to garden Acres residents. Pursuing targeted outreach to residents to raise awareness of this program, or collaborating to schedule specific days for appointments directly within the Garden Acres community, may remove barriers to accessing treatment.

Chapter Six

Implementation

This Plan is intended to develop priorities for implementation of projects in the near-term and set guidance for long-term projects. This chapter presents considerations for project phasing, along with an overview of regional, state and federal funding sources available to support bicycle, pedestrian, and similar transportation projects.

Phasing

Given the scope of projects presented, it may take many years to complete, and completion is largely dependent on the availability of funding and successful grant applications. Efforts such as signing and striping and lower-cost traffic calming measures may be able to be opportunistically implemented as work occurs on roadways, such as during routine maintenance or repaving projects. In these cases, some lower priority improvements may be implemented before the priority projects presented in the Recommendations chapter, depending on the location. The County should also seek to utilize new development and tenant improvement projects as ways to install frontage improvements, such as sidewalk and ADA upgrades, on applicable street segments.

Projects requiring land acquisition, utility relocation, or substantial drainage modification may require extra time to implement. Detailed feasibility and design studies based on local conditions may also be necessary for the implementation of many improvements.

In short, implementation of this plan is expected to occur:

- through active transportation projects and grants pursued to implement this plan
- in conjunction with maintenance and improvement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects
- in conjunction with adjacent land development projects

New sidewalk installed as part of new development in Garden Acres

New sidewalk and speed hump on section avenue, installed with Active Transportation Program grant funding in 2024.

Source/Program	Agency	Website		Description
Local Funding Sources				
Measure K	San Joaquin Council of Governments	https://www.sjcog.org/300/Measure-K		Measure K is a half-cent sales tax aimed at improving the overall quality of San Joaquin County's transportation system. This Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding is allocated into the following four categories: congestion relief, railroad crossing safety, local street repair & roadway safety, and passenger rails, bus & bicycles
Regional Transportation Impact Fee (RTIF)	San Joaquin Council of Governments	https://www.sjcog.org/118/Regional-Transportation-Impact-Fee-RTIF		The RTIF is a county-wide, multi-jurisdictional capital improvement funding program intended to cover a portion of the costs for new transportation facilities required to serve new development within the County.
State Funding Sources				
Active Transportation Program	California Department of Transportation (Caltrans)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program#:~:text=The%20ATP%20consolidates%20existing%20federal%20and%20state		Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	https://sgc.ca.gov/programs/ahsc/		Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.
Clean Mobility Options Program	California Air Resources Board	http://www.cleanmobilityoptions.org/		This pilot program makes $20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.
Local Highway Safety Improvement Program (HISP)	California Department of Transportation (Caltrans)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program		The Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code, is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.
Local Streets and Roads (LSR) Program	California Transportation Commission	https://catc.ca.gov/%20programs/sb1%20/local-streets-roads-program		The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.
Local Partnership Program (PPP)	California Transportation Commission	https://catc.ca.gov/%20programs/sb1%20/local-partnership-program		The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200 million per year to improve aging infrastructure, active transportation, and safety.
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans)	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act		Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.
Office of Traffic Safety Grant Program	Office of Traffic Safety	https://www.ots.ca.gov/Grants/		The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.
Reconnecting Communities: Highways to Boulevards	California Department of Transportation (Caltrans)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b		In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the State into multi-modal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.

Source/Program	Agency	Website		Description
State Funding Sources Continued				
Recreational Trails Program	California Department of Parks and Recreation	https://www.parks.ca.gov/?page_id=24324		The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controller's Office	https://www.sco.ca.gov/aud_road_maintenance_sb1.html		A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	https://catc. ca.gov/programs/ sb1 /solutions-for-congested-corridors-program		The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.
State Transportation Improvement Program (STIP)	California Transportation Commission	https://catc.ca.gov/programs/state-transportation-improvement-program		The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through Fresno COG to nominate projects for inclusion in the STIP.
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans) Division of Transportation Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants		The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project		The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	http://www.sgc.ca.gov/programs/tcc/		The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.
Transit and Intercity Rail Capital Program (TIRCP)	California State Transportation Agency (CalSTA)	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog		The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 and modified by Senate Bill 9, to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.
Urban Greening Program	California Natural Resources Agency	https://resources.ca.gov/grants/urban-greening		The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.

Source/Program	Agency	Website		Description
Federal Funding				
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/		The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by Section 11529 of the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines.
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm		The programs seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	https://www.fhwa.dot.gov/environment/air_quality/cmaq/		The program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population.
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program		The program focuses on roadway safety; Projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving		This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation	https://www.transportation.gov/RAISEgrants		The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least $15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.
Rural Surface Transportation Grant Program	U.S. Department of Transportation	https://www.transportation.gov/grants/rural-surface-transportation-grant		The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation	https://www.transportation.gov/grants/SS4A		The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over $3 billion is still available for future funding rounds.
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation	https://www.fhwa.dot.gov/specialfunding/stp/		Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs.

Funding Programs to Monitor

We recommend the San Joaquin County continue to monitor the following sources to determine where projects may be eligible for opportunities to secure funding:

1. SS4A
   The national SS4A program can provided planning and implementation funding. The implementation funding requires a countywide safety action plan that can certify to accomplish key goals related to reducing crashes affecting people walking and cycling. The Bipartisan Infrastructure Law provides the funding for this program which can also fund quick build projects and staff time related to administration of the efforts.
2. AHSC
   Consider alignment of transportation improvements with AHSC funding pursuits. Typically, affordable housing projects are the primary project seeking AHSC funding and transit and active transportation improvements can improve competitiveness of the funding pursuit. Coordination with community development and land development projects can provide an opportunity to incorporate active transportation projects into AHSC pursuits.
3. ATP
   The ATP grant funding can help with planning, quick build, and implementation projects that are aimed at encouraging use of active modes of transportation such as walking and bicycling. The goals are focused upon increasing the proportion of walking and biking trips, increasing safety, reduction of greenhouse gases, enhancing public health, and benefits to disadvantaged communities.
4. Cap-and-Trade Auction Proceeds
   The state's share of the greenhouse gas Cap-and-Trade auction is allocated to the Greenhouse Gas Reduction Fund (GGRF) which can provide funding for active transportation projects. One of these programs that currently does not have a call for projects planned is Sustainable Transportation Equity Project (STEP) which was last funded in Fiscal Year 2022-23. This program could return is funding is made available.
5. Local Developer Fees
   Local fees from land development projects can provide match funding or full implementation of projects where there is a nexus.
6. Federal and State Earmarks
   Opportunities to secure funding through federal and state legislation via earmarks has occurred during recent Fiscal Years. There may be an opportunity to highlight the need for a project with Congressional Representatives and State Assemblymembers and Senators. We recommend proactively developing a fact sheet with funding needs and benefits for potential projects in advance of a request given the often short timeframes for consideration. Securing a Federal earmark will require National Environmental Policy Act (NEPA) clearance.
7. Proposition Funding
   Prior state measures such as Proposition 68 provided funding for creation of and access to regional parks and addition of green streets. Urban Greening Grant was a popular program for funding active transportation improvements. The County can continue to monitor state propositions that can be pursued to address the needs identified within countywide transportation plans.
8. PROTECT
   Consider bundling projects with PROTECT grant pursuits where there is alignment with efforts to protect community infrastructure from natural hazards and build resilience including improved evacuation routes.
9. RAISE
   Consider bundling projects in disadvantaged areas for pursuit of RAISE grants. Garden Acres is an eligible area per the Climate and Economic Justice Screening Tool.
   Multimodal improvements were eligible in REAP 2.0 funding (due December 2022), so the County may monitor future REAP funding calls to determine where multimodal improvements can be linked to housing development.
   Active transportation projects in the vicinity of SR-99 could be bundled with highway or transit improvements. San Joaquin County of Governments (SJCOG) would need to be the grant applicant with the County as an implementing agency.

10. Road Improvement and Maintenance Funding Programs – Various funding sources oriented towards roadway improvement and maintenance could be utilized to address active transportation improvements such as:
    a. RMRA & Highway Users Tax Account
    b. SHOPP (projects by Caltrans on the State Highway System only)
    c. STBG
    d. STIP
    e. Rural Surface Transportation Grants – Garden Acres is considered a disadvantaged area according to the U.S. Department of Transportation's Equitable Transportation Community (ETC) tool. Consider bundling projects for pursuit of Rural Surface Transportation Grants.

As shown multiple funding sources can be considered to fund implementation of projects identified in the Garden Acres Sustainable Communities Plan. We recommend continued review of current and future funding programs to determine eligibility and alignment with the projects where financial resources are needed. An ambitious program of grant funding pursuits can leverage local funding to secure competitive grant funding to address needs within the Garden Acres community area.


SCHOOL