

Introduction

On Wednesday, October 23, 2024, San Joaquin County Department of Public Works hosted a Community Workshop as part of the public outreach process for the Mariposa Road and Escalon-Bellota Road Specific Plan. The purpose of the meeting was to introduce the project to the public, share the data collected during the existing conditions analysis, and gather preliminary community feedback on challenges and concerns with traveling along the project corridor. The meeting was held at Collegeville Elementary School at 6701 Jack Tone Road and was attended by nineteen (19) community members.



Attendees review board exhibits

Project Overview and Background

The Mariposa Road and Escalon-Bellota Road Specific Plan will identify necessary near-term and future traffic operational improvements to the 13.5-mile-long corridor along Mariposa Road and Escalon-Bellota Road between the Stockton city limits at Austin Road and the Escalon city limits north of Miller Avenue. The goal of the plan is to improve overall traffic flow and safety, prepare for future increases in traffic volumes, address right-of-way needs, and prepare an implementation and funding strategy for future improvements. The plan will include a comprehensive strategy for enhancing the Mariposa Road and Escalon-Bellota Road corridor.



Project.corridor.shown.in.dark.blue

Awareness and Noticing

In order to inform nearby residents and community members about the workshop, the project team, which consists of San Joaquin County, GHD, and AIM Consulting, initiated a community awareness campaign. Flyers, social media graphics, and signage were available in English and Spanish. Below is an overview of the strategies used:

- Email notification: The AIM public engagement team conducted a comprehensive email campaign, followed by additional reminders dispatched to a list comprising over 400 interested community members and stakeholders within the San Joaquin County region. These emails were sent on October 4, October 15, and October 23.
- Stakeholder calls: A list of stakeholder representatives was contacted about the community meeting and asked to share the flyer on their social media or through email. These stakeholders included: adjacent property owners and businesses, schools, churches, and chambers of commerce in the Stockton area.
- Direct Mailers: Postcards with workshop information were mailed to property owners along the project corridor three weeks in advance of the meeting.
- Website: Information about the community meeting was posted on the [project website](#) and also on Eventbrite.
- Social media: A social media graphic and subsequent reminders were posted on San Joaquin County's social media accounts. AIM Consulting also posted a boosted ad targeting the City of Modesto. Below is a list of the posts:
 - [October 5 – San Joaquin County Public Works](#)
 - [October 22 – Escalon Residents Facebook page](#)
 - [October 23 – WeEscalon](#)
 - [October 4 – October 23: Social Media Boosted Advertisement](#)



Social media graphic

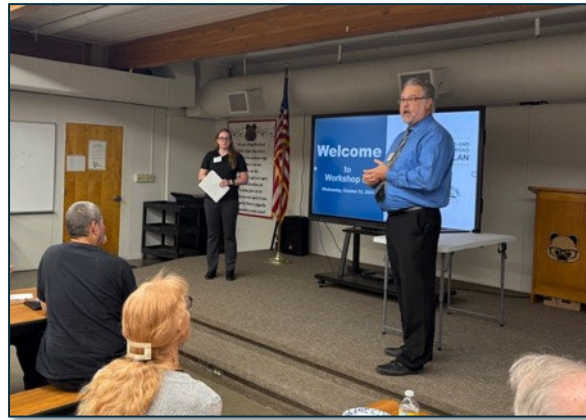


Lawn sign near the Escalon Community Center

- Media release: A media release was prepared and distributed to news outlets in the San Joaquin County region.
- Flyer delivery: Flyers in both English and Spanish were distributed to local businesses along the project corridor to invite business owners and employees to attend the meeting two weeks in advance of the meeting.
- Lawn signs: Lawn signs in both English and Spanish were placed in areas along the project corridor two weeks in advance of the meeting.

Community Workshop Format

The community workshop was held in the cafeteria at Collegeville Elementary School at 6701 Jack Tone Road near Mariposa Road. It began with a presentation and question and answer session where the project team introduced the specific plan and provided an overview of the work done so far. After the presentation concluded, the workshop transitioned into an open house format. Board exhibits with maps of the Mariposa Road and Escalon-Bellota Road corridor were available around the room for participants to review and share their feedback on. Attendees also shared their questions and feedback on comment cards.



Rosanna.Southern.(left).and.Jeffrey.Levers.
(right)?present.to.attendees

Presentation

The presentation began when Elise Brockett, Outreach Manager with AIM Consulting, welcomed attendees and shared the meeting agenda. Next, Jeffrey Levers, Senior Transportation Engineer with San Joaquin County, provided an overview of the project area, scope, and objectives:

- The project area includes 13.5 miles of Mariposa Road and Escalon-Bellota Road in unincorporated San Joaquin County between the Stockton and Escalon city limits. The purpose of the specific plan is to identify interim and ultimate roadway and intersection improvement needs.
- Plan objectives include:
 - Improve traffic flow and safety
 - Prepare for future increases in traffic volumes
 - Assess right-of-way needs
 - Prepare an implementation and funding strategy for future improvements
 - Conduct Environmental Analysis

Jeffrey also presented an estimated timeline of when the specific plan will be complete.



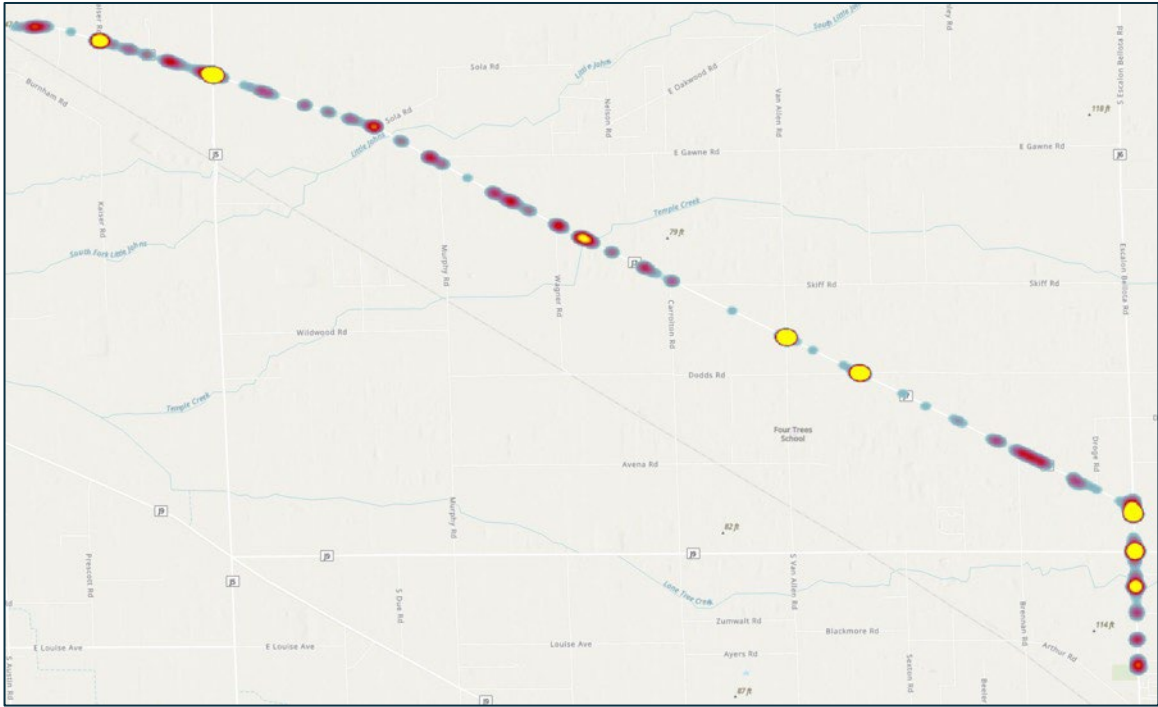
Estimated project timeline

Next, Rosanna Southern, Transportation Engineer and Project Manager with GHD, shared more information about the preliminary existing conditions analysis and what has been found so far.

- The existing conditions assessment will evaluate the following:
 - Traffic Operations
 - Collision History
 - Environmental Constraints
 - Planned Improvements
 - Coordination with County General Plan, Regional Transportation Plan, and others
- Existing conditions will help inform:
 - Safety Needs and Priorities
 - Interim Improvements
 - Ultimate Right of Way for future widening

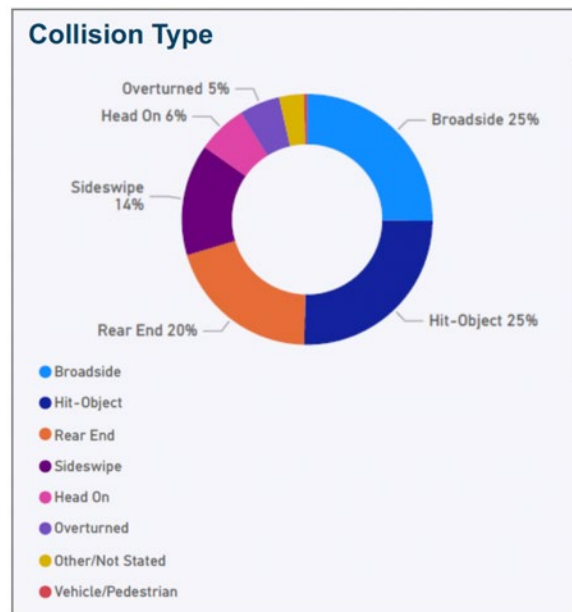
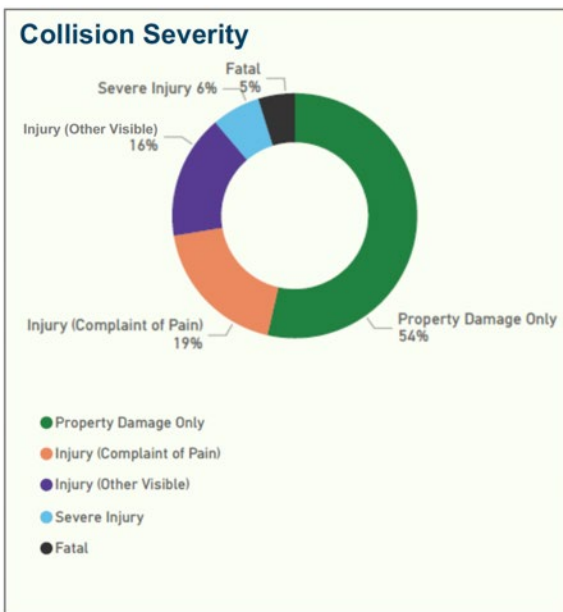
Rosanna shared a map overview of the corridor showing safety and collision data over the last 5 years (shown on the following page). Key intersections of concern include:

- Mariposa Road at:
 - Kaiser Road
 - Jack Tone Road
 - Van Allen Road
 - Dodds Road
- Escalon-Bellota Road at:
 - Mariposa Road
 - Lone Tree Road



Map showing collision hotspots along Mariposa Road and Escalon-Bellota Road

Rosanna also provided a snapshot of the types of collisions and the level of severity of those collisions occurring along the corridor.



Pie charts showing collision severity and type along the project corridor

Finally, Rosanna encouraged attendees to stay connected to the project by:

- Visiting the project website at www.sjgov.org/meb-plan
- Signing up for [project email updates](#).
- Adding comments to the [interactive corridor map](#). Rosanna and Elise also facilitated a live demonstration of how to add comments to the corridor map.

Next steps for the project include:

- Fall 2024: Gather feedback
 - Comments on boards today
 - Input comments in Interactive Online Map
 - Emails or voicemails (through project email and hotline)
- Winter/Spring: Develop improvement concepts
 - Informed by existing conditions findings and community input
- Workshop 2: Spring 2025
 - Feedback on improvement concepts
- Draft Plan: Summer 2025
- Workshop 3: Summer 2025
 - Community review of Specific Plan
- Final Plan: Fall 2025

After the presentation concluded, Jeffrey facilitated a question and answer session and encouraged attendees to provide any additional comments or questions on the board exhibits or on comment cards. The following section includes an overview of the board exhibits present at the workshop.

Community Feedback

Question and Answer

Below is a summary of the questions and feedback from attendees with the project team's response in bold.

- Do you know what has led to the increase in traffic along Mariposa Road?
 - **Recent studies have shown around 11,000 vehicles daily on the corridor and there has been a 47% increase in traffic. A lot of this is due to trucks cutting through the area to avoid congestion on State Route 99 (SR99) and reach truck stops and other businesses along the freeway.**



Community members write their comments

- There's been increases in vehicle traffic along other nearby corridors like McHenry Avenue as well.
- Is there anyone we can contact about trucks destroying mailboxes while turning around on Mariposa Road? We've lost and had to replace many mailboxes in this year alone. Perhaps some signage directing trucks to a place that they could turn around and not destroy property.
 - California Highway Patrol (CHP) typically will recommend a good security camera to try and identify who is doing it and the license number so you can contact the company and report those drivers.
- Are we definitely getting a new signal light at Mariposa Road/Jack Tone Road?
 - Yes, that is happening, we have identified funding for it, and design is currently underway.
- What about at Mariposa Road/Kaiser Road?
 - Jack Tone Road will be prioritized over Kaiser Road as it has a higher volume of collisions and cross traffic, but Kaiser Road and Van Allen have also been identified as priorities through the existing conditions analysis.
- It's concerning how many drivers show any care for following the rules of the road. I live along Mariposa Road and have had many semi-trucks almost hit me as I pull into my driveway.
 - We're looking at two scenarios in this study – a 5-year projection and a 20-year projection. In the interim (5 years), we're going to be examining what can be done to address these safety concerns. On Kaiser Road for example, implementing some turn lanes like at Van Allen, road realignment for drivers turning on to Mariposa Road to make it more of a 90 degree turn so drivers don't need to look over their shoulder. We want to make sure any short-term improvements will align with our long-term 20-year plan.
- What about putting a stop sign at Kaiser Road/Mariposa Road?
 - Our concern would be that Kaiser Road would experience the same kinds of back-ups that occur currently at Jack Tone



Jeffrey.Levers.(right)?speaks.with.attendees

Road/Mariposa Road. Sometimes putting in a stop sign in areas where people don't expect it can create challenges.

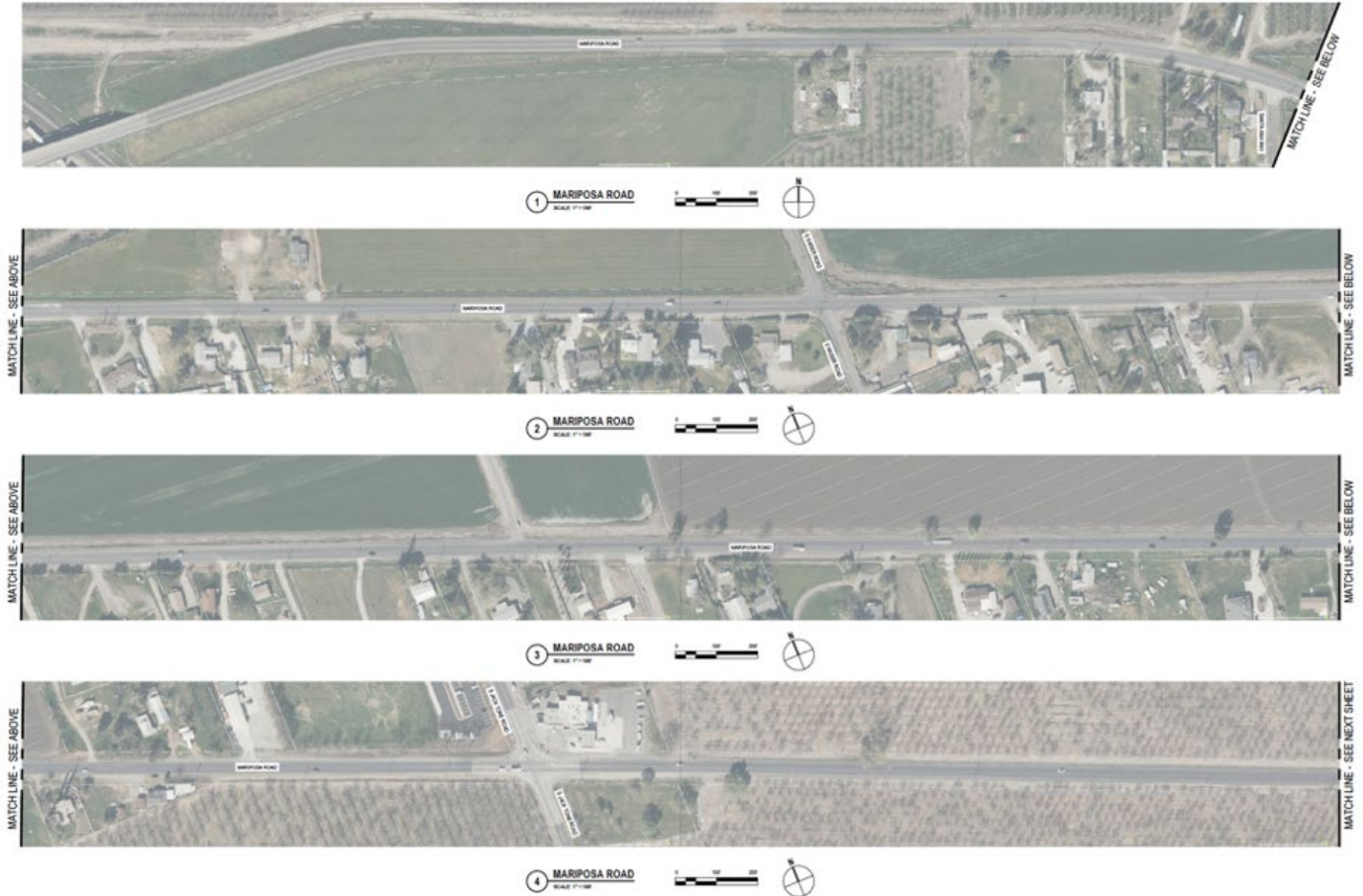
- I would like to see signs that say "Community Ahead" or "People Living Here" to indicate to drivers that they should slow their speeds before going over the overpass on the north side of Mariposa Road?
 - That location is in the City of Stockton, which is outside of our jurisdiction.
- Can we put any other signs that indicate upcoming intersections to drivers?
 - There's something called the Manual on Uniform Traffic Control Devices (MUTCD) that has been reissued recently. I've been working with Caltrans recently on a trial at Brennan Road that includes flashing yellow signs to indicate upcoming intersections and encourage drivers to slow down. That is something we're looking into as part of this study. During our next workshop, that is the kind of information we will be presenting and gathering your feedback on.
- I think the intersection at Austin/Mariposa Road is the worst.
- There's no school zone sign on Mariposa Road near Collegeville Elementary School.
 - There is one on Jack Tone Road because that is where the entrances to the school campus are.
- Can there be a sign like that near where the Fire Department is?
 - We can take a look at that and see if anything additional can be done.
- Are there any plans to turn Mariposa Road into a four-lane road? Because that would affect a lot of property owners.
 - Yes, that is called for in our General Plan. That would be a long-term process that ultimately transforms it into a four-lane road. We're going to look at how long that process would take, but it would be approximately 20 years out (2045). We're going to look at where all the warehouses are too and include those in our plans.
- There's also a train station going in where Tripoli rancho used to be. There's going to be an exit at Kaiser Road and at Mariposa Road.
 - My understanding is that project is no longer happening, but we will look into that.



Frank.Penry.(right).of.GHD.records.comments.
from.attendees

Below is an overview of the comments left on the board exhibits following the question & answer session. Full size versions of the exhibits are available in the summary appendix.

Exhibit #1



1. Section 1

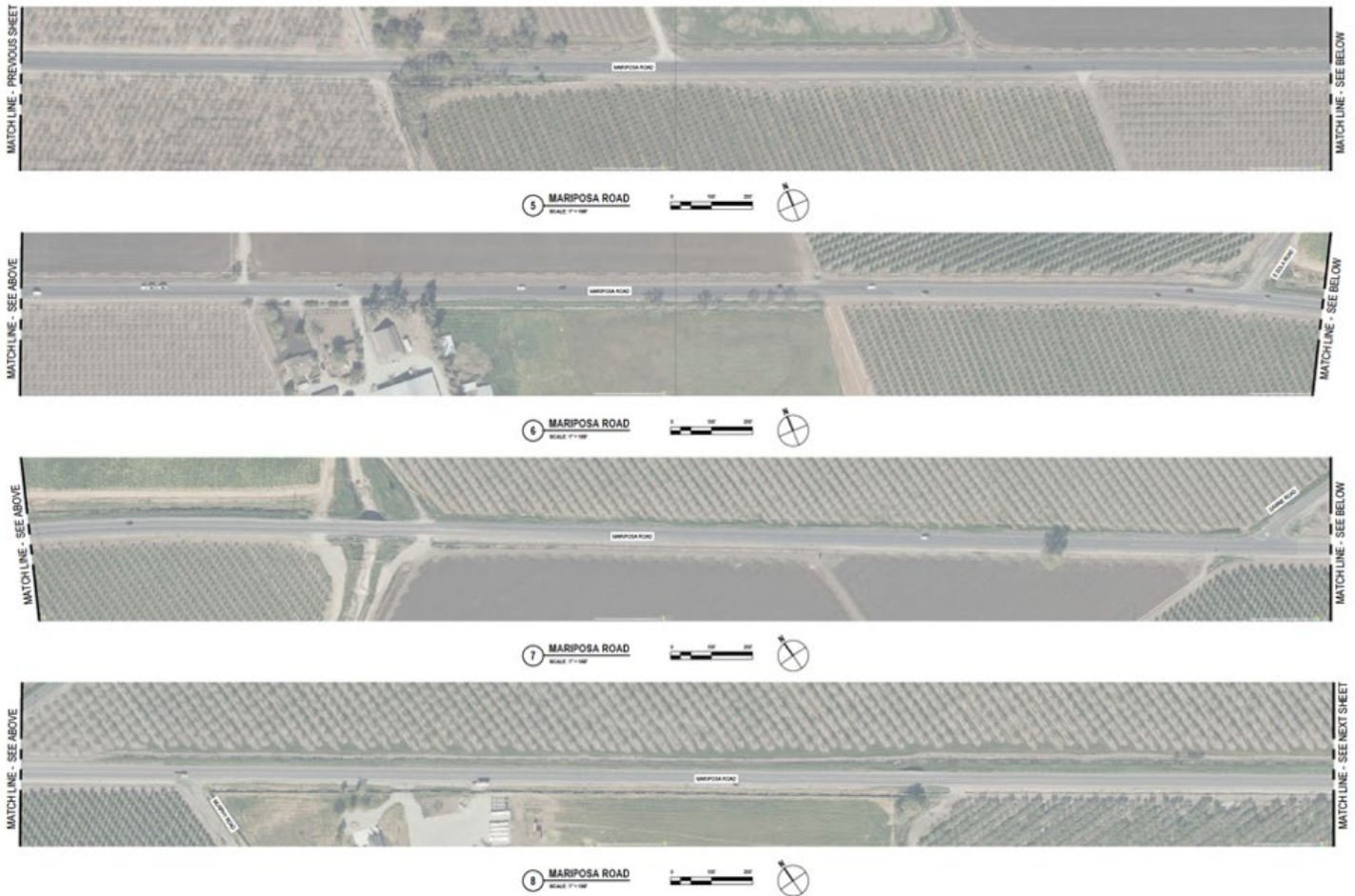
- a. New train station?
- b. Issues with large trucks turning around – safety, damaging private driveways/property.
- c. No passing signs
- d. Slow neighborhood signs
- e. No truck turn around signs

2. Section 2

- a. Turning lane (at Kaiser Road)

- b. Kaiser & Mariposa – dangerous.
- c. “What can be done?”
- d. Stop sign?
- 3. Section 3
 - a. No comments
- 4. Section 4
 - a. School zone ahead sign? (at Jack Tone Road intersection)
 - b. Sign for fire trucks exiting?

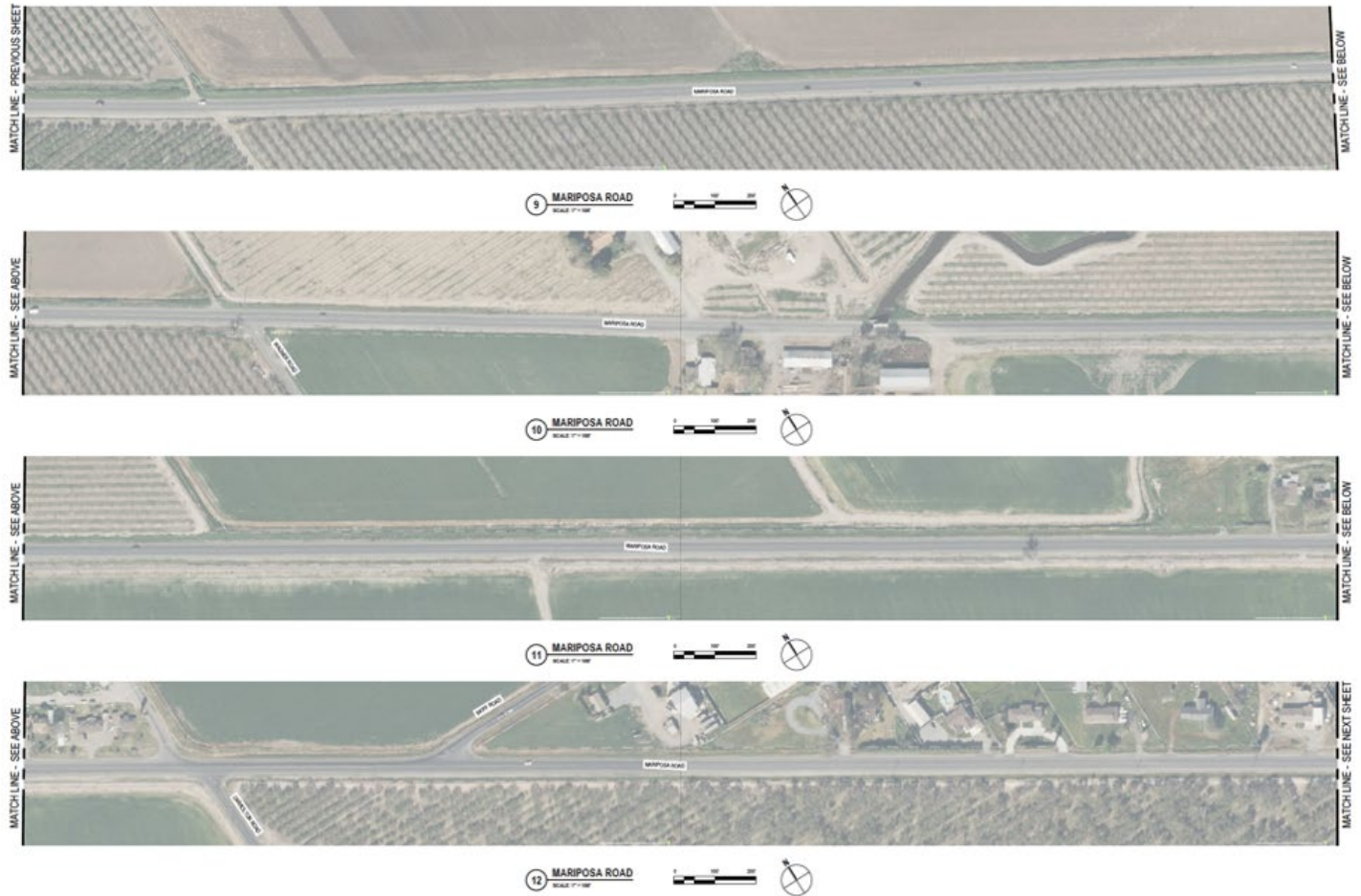
Exhibit #2



- 1. Section 5
 - a. No comments
- 2. Section 6
 - a. No comments
- 3. Section 7

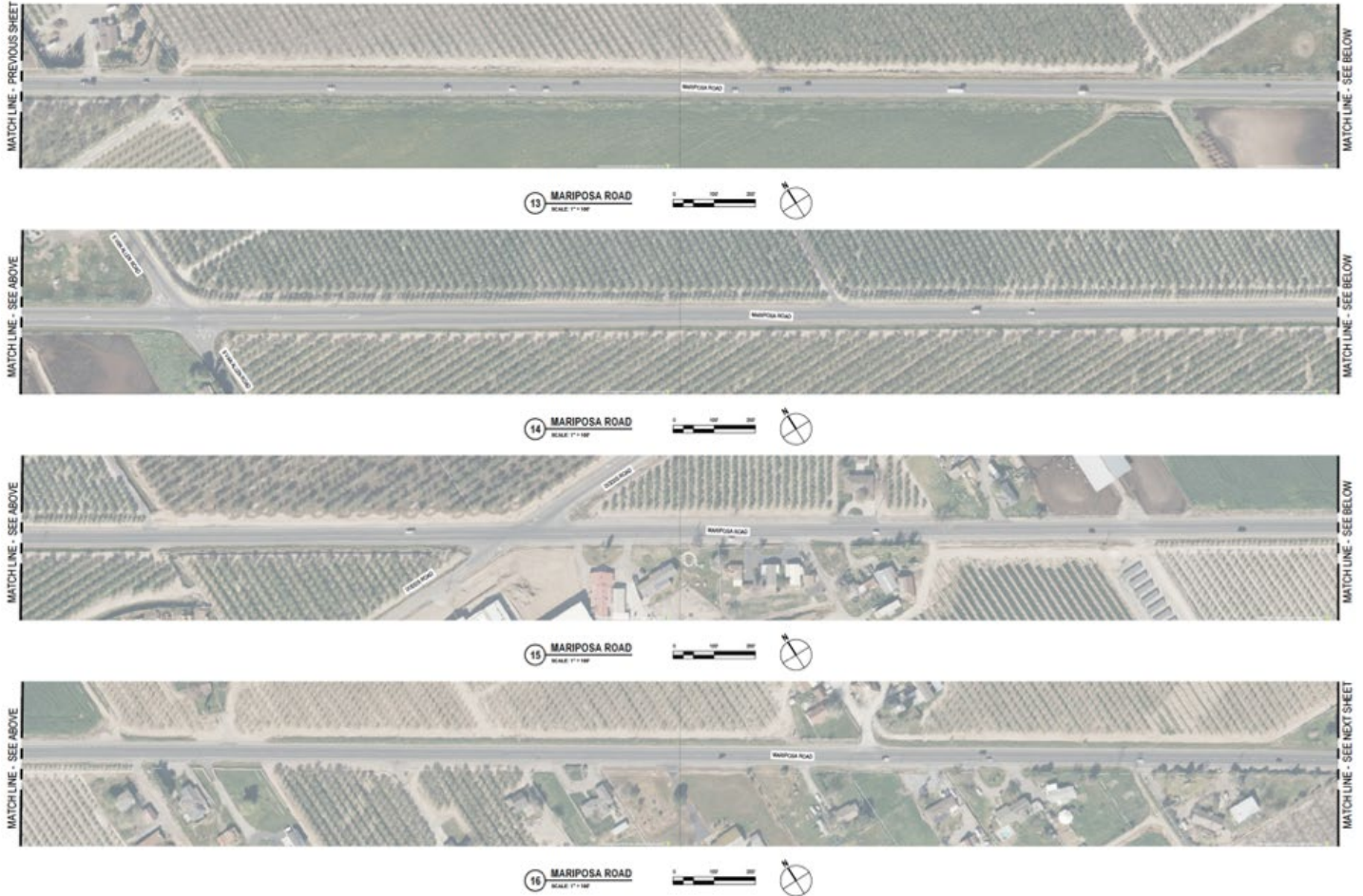
- a. Fog! Whole route
- 4. Section 8
 - a. No comments

Exhibit #3



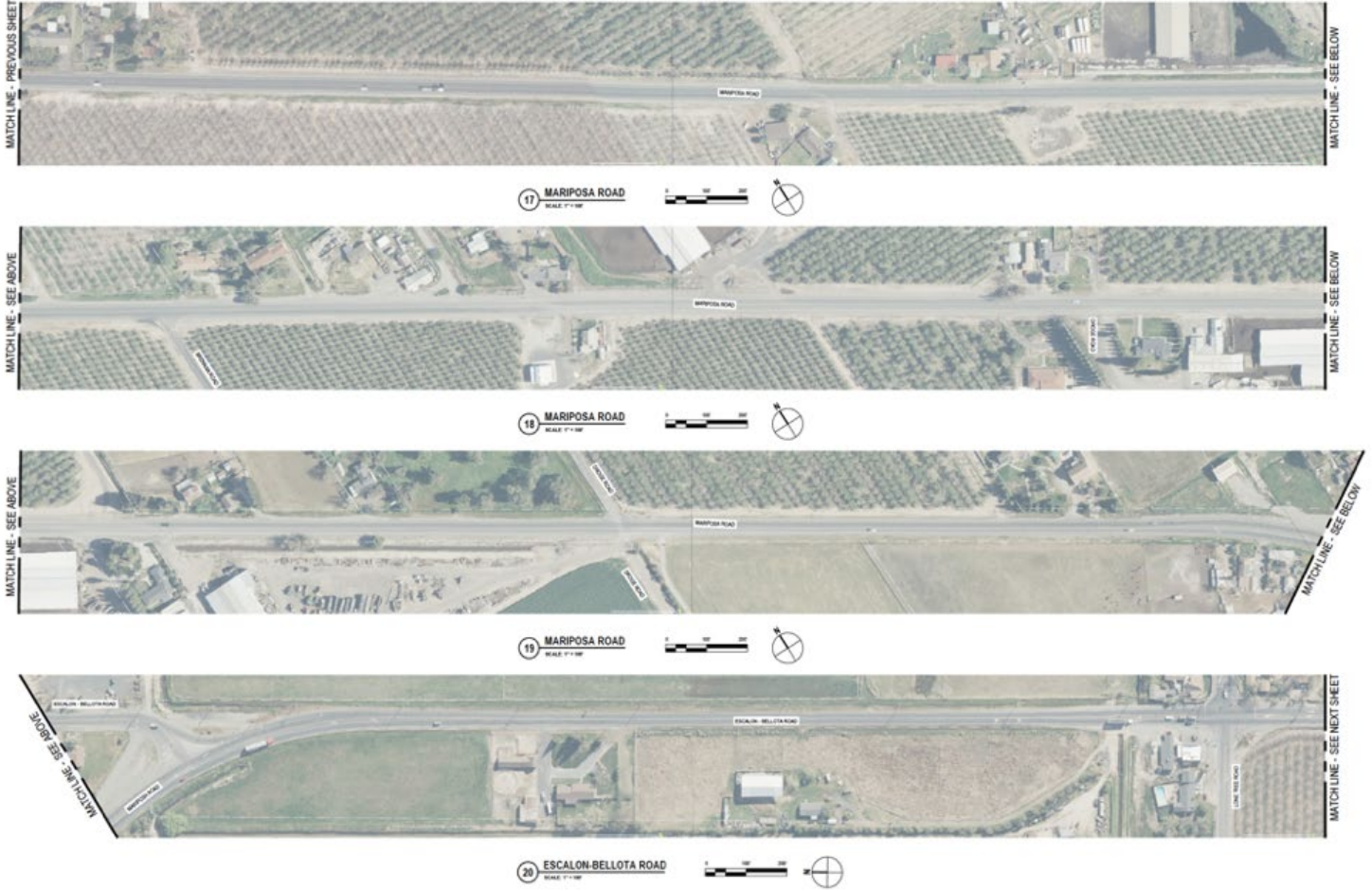
- 1. Section 9
 - a. FO (fiber optic) cable! North side
- 2. Section 10
 - a. No comments
- 3. Section 11
 - a. No comments
- 4. Section 12
 - a. Bypass (Carrolton > Skiff)
 - b. Heavy SOK, flood prone (at Carrolton Road)
 - c. Roadway departure

Exhibit #4



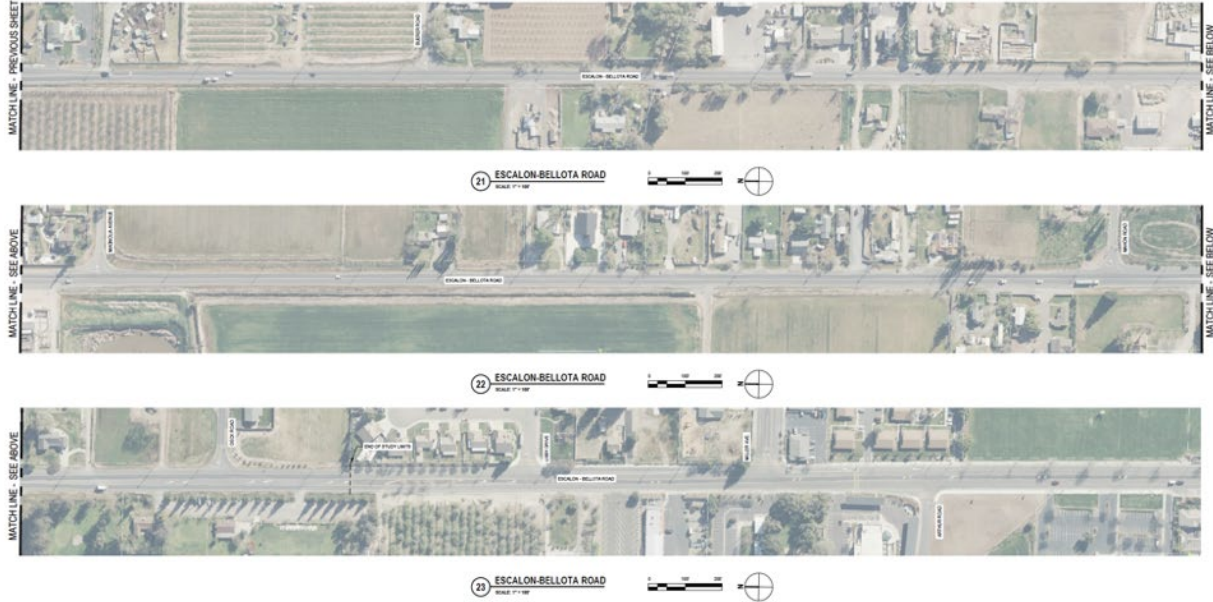
1. Section 13
 - a. Pump (on either side of Mariposa Road on the left side of the map)
 - b. Roadway departures
 - c. Pump (on right side of the map)
2. Section 14
 - a. Enforcement (near Van Allen)
 - b. 90% pass in left pocket (near Van Allen)
 - c. Long wait times to cross Mariposa (near Van Allen). Same for Dodds.
3. Section 15
 - a. Always something – lots of car accidents/fatalities (near Dodds Road)
 - b. 6- 8 p.m., weekend drunk drivers prevalent
4. Section 16
 - a. *No comments*

Exhibit #5



1. Section 17
 - a. No comments
2. Section 18
 - a. More enforcement (CHP) e/o Brennan. Illegal passing across double yellow and speeding.
3. Section 19
 - a. No comments
4. Section 20
 - a. Drunk drivers coming from Woodward Reserve. Run stop signs at Dodds and at E.B Roads. DUI checkpoint?
 - b. Cars don't use receiving lane at E.B. A lot of near misses with collisions.
 - c. Lone Tree SB long queue backup during PM peak past Mariposa.

Exhibit #6



1. Section 21
 - a. *No comments*
2. Section 22
 - a. *No comments*
3. Section 23
 - a. *No comments*

Comment Cards

Below are the comments left by attendees and submitted to the project team.

- Will this be 2 lanes each direction with turn lanes? Will there be turn lanes? Curb and gutters.
- Need no passing signs on both sides of overpass. No truck turn around signs. Have been through 3 mailboxes in only last 3 months due to semis turning around. An intermodal “this way” sign would be cool at Austin/Mariposa.
- Lower speed limit on Mariposa Rd. by school & Fire Dept. Make double yellow lines on Mariposa Rd. West of Jack Tone Rd.
- Kaiser Road- Hard to get onto Mariposa. Multiple accidents at this intersection. Turning lane? CHP Please.
- Have you or will you also evaluate on Jack Tone Rd.? How will the light at Jack Tone & Mariposa rd. be triggered? Will Mariposa be widened? Will you improve the visibility at the creek at Mariposa & Kaiser.



- Is it possible to invite the local big businesses (Amazon, Walmart, railroad yard, etc.) to the next workshop? It would be helpful to get their input as to how to decrease issues caused by their presence.
- Check Escalon bus route (Kaiser Rd) Additional signage for school/Fire on Mariposa.
- Start by enforcing speed limit!
- Put in turn lanes to start with in the center.

Appendix

- A. Board Exhibits
- B. Presentation
- C. Awareness Flyer – English
- D. Awareness Flyer – Spanish
- E. Direct Mailer