



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY: Stockton, City of

PROJECT TYPE: Infrastructure - Medium



PROJECT APPLICATION NO.: 10-Stockton, City of-1

PROJECT NAME: Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity

PROJECT DESCRIPTION: Design and construction of buffered bike lanes, a traffic signal, cycle track, crosswalk and curb ramp improvements, and realignment of two intersections to add bicycle facilities.

PROJECT LOCATION: On Alpine Avenue from Ryde Avenue to Pershing Avenue, Pershing Avenue from Alpine Avenue to Mendocino Avenue, and Mendocino Avenue from Pershing Avenue to Kensington Way.

ATP FUNDED COMPONENTS						
Infrastructure				Non-Infrastructure	Plan	
PA&ED	PS&E	R/W	CON			
\$ 389	\$ 723	\$ 90	\$ 6,201	\$ -	\$ -	
FY 23/24	FY 24/25	FY 24/25	FY 26/27	FY -	FY -	

PROJECT FUNDING INFORMATION (1,000s)						
Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
8,238	7,403	835	-	835	-	-



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

APPLICATION INDEX PAGE

Part A: General Application Questions 3

 Part A1: Applicant Information 3

 Part A2: General Project Information 4

 Part A3: Project Type 6

 Part A4: Project Details 7

 Part A5: Project Schedule 9

 Part A6: Project Funding 10

 Project Program Request (PPR) 13

 Part A7: Screening Criteria 15

Part B: Narrative Questions 16

Part C: Application Attachments 35



Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE: 5008		IMPLEMENTING AGENCY'S NAME: Stockton, City of	
IMPLEMENTING AGENCY'S ADDRESS 425 N El Dorado St.		CITY Stockton	ZIP CODE CA 95202
IMPLEMENTING AGENCY'S CONTACT PERSON: Leticia Saldivar		CONTACT PERSON'S TITLE: Assistant Engineer	
CONTACT PERSON'S PHONE NUMBER: 209-937-8613		CONTACT PERSON'S EMAIL ADDRESS : leticia.saldivar@stocktonca.gov	

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.



MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MA Number 10-5008F15

Implementing Agency's State Caltrans MA Number 10-5008S21

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? Yes No

PROJECT PARTNERING AGENCY'S NAME:

San Joaquin County	
PROJECT PARTNERING AGENCY'S CONTACT PERSON: Marilissa Loera	CONTACT PERSON'S TITLE: Associate Transportation Planner
CONTACT PERSON'S PHONE NUMBER: 209-468-3085	CONTACT PERSON'S EMAIL ADDRESS : mloera@sjgov.org

Attach a "letter of intent" or other documentation.



Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 5

Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 101

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

The Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity (Project) will create a cross-jurisdictional bikeway connecting communities and enhancing safety for all roadway users. The Project is the result of the City of Stockton and San Joaquin County working collaboratively to implement improvements that fulfill interregional goals and community needs. The Project is a top priority in the City's Bicycle Master Plan (adopted 2017) and the San Joaquin County Bicycle Master Plan (adopted 2020).

The Project will establish a new low-stress connection comprised of Class IIB buffered bike lanes on Alpine Avenue from Ryde Avenue to Pershing Avenue, and a two-way Class IV cycle track from Pershing Avenue to Mendocino Avenue and Kensington Way. Substantial safety improvements will be made for both bicyclists and pedestrians at intersections, including the construction of a partially protected intersection at Alpine and Pershing, the removal of channelized turn lanes at Alpine and Pershing, Pershing and Mendocino, and Mendocino and Kensington Way, and multiple crossing enhancements like high visibility crosswalk markings, RRFBs, a pedestrian crosswalk refuge, and a new traffic signal at Pershing and Mendocino.

The completed project will result in an all ages and abilities active transportation corridor that improves safety and access for all users.

OUTCOME/OUTPUT: (Max of 35 Words)

This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Words Remaining: 11

Increased bicycle and pedestrian access, increase in non-motorized transportation trips, better road visibility, decreased vehicle speeds, and increase in road safety for all users.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 0

Design and construction of buffered bike lanes, a traffic signal, cycle track, crosswalk and curb ramp improvements, and realignment of two intersections to add bicycle facilities.

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 10

On Alpine Avenue from Ryde Avenue to Pershing Avenue, Pershing Avenue from Alpine Avenue to Mendocino Avenue, and Mendocino Avenue from Pershing Avenue to Kensington Way.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). Yes No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment C- ProjectLocation.pdf

CITIES:

List all cities that this project will affect. All cities must be located within the State of California.

City Code: STKN City Name: Stockton

City Code: Other City Name: Unincorporated San Joaquin County

PROJECT COORDINATES:

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.

For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 37.9734 N / long. -121.3256 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. N / long. W



Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes No If yes, how many previous awards? 4

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
PW1517	OTHER – Local Agency Funding	\$340,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
HSIPL-5008(133)	Highway Safety Improvement Program (HSIP)	\$581,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
ATPLNI-5008(141)	Active Transportation Program (ATP)	\$550,000	Plan	Overlapping limits and scope of work
ATPLNI-5008(138)	Active Transportation Program (ATP)	\$728,000	Plan	Overlapping limits and scope of work



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Medium

Indicate any of the following plans that your agency currently has: (Check all that apply)

- Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan None

Other plans that include Bicycle and/or Pedestrian Improvements Greater Downtown Active Transportation Plan

Is your project in a current Plan? Yes No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

Bicycle Transportation % of Project 75 %

Pedestrian Transportation % of Project **25 %**

Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

Safe Routes for Seniors

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

Trails (Multi-use and Recreational): (Also fill out Bicycle and Pedestrian Sub-Type information above)

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation Improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>6,230</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>2,580</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>3</u> Number	Timing Improvements: <u>0</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>8</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 20 %
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>238</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>12</u> Number	Reconstruct Ramp to Standard: <u>11</u> Number
Signalized Intersections:	New Crosswalk: <u>1</u> Number	Enhance Existing Crosswalk: <u>7</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>3</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>7</u> Number
	New RRFB/Signal: <u>3</u> Number	
	Shorten Crossing: <u>9</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>1</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: landscaping and irrigation #:	#2: _____ #: <u>0</u>

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calmng Improvements

Road Diets:	Remove Travel Lane: <u>12,566</u> Linear Feet	Remove Right-Turn Pocket: <u>3</u> Number
Speed Feedback Signs:	Speed Feedback Signs: <u>0</u> Number	
Signalized Intersections:	Timing Improvements: <u>1</u> Number	New Roundabout: <u>0</u> Number
Un-Signalized Intersections:	New Traffic Signal: <u>1</u> Number	New Roundabout: <u>0</u> Number
Other Traffic-Calmng Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

Non-Infrastructure Components

Plan Type (only intended for Plans)



Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)
- Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No

**See the application instructions for more details on the required coordination, documentation and approval from Caltrans.*

The applicant must attach the approved and signed State Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W.

A4 SHS Project Impact Assessment Form_City of Stockton-Signed.pdf

The following project details must match the information shown in the approved State Highway System Project Impact Assessment Form attached above:

What % of the project (by area) is within Caltrans R/W? 1 %

What is the total construction cost within Caltrans R/W? 250,000

What level of Caltrans project development oversight has been determined to be needed by Caltrans?

Encroachment Permit

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project? Local Assistance

Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities? Yes

- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- Program/Plan will likely have an open street/demonstration on state highway.



Part A5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PA&ED Allocation" Date:

7/1/2023

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2023

Expected or Past Start Date for PA&ED activities:

9/1/2023

Time to complete the separate CEQA & NEPA studies/approvals:

18 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

2/21/2025

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

[Empty box for comments]

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "PS&E Allocation" Date:

2/21/2025

Notice to Proceed with Federally Reimbursable ATP Work:

4/22/2025

Expected or Past Start Date for PS&E activities:

5/1/2025

Time to complete the final Plans, Specification & Estimate:

24 months

Expected or Past Completion Date for the PS&E Phase:

4/21/2027

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

[Empty box for comments]

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "R/W Allocation" Date:

2/21/2025

Notice to Proceed with Federally Reimbursable ATP Work:

4/22/2025

Expected or Past Start Date for R/W activities:

5/1/2025

Time to complete the R/W Engineering, Acquisition, and Utilities:

6 months

Expected or Past Completion Date for the R/W Phase:

10/28/2025

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

[Empty box for comments]

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? Yes No

Proposed CTC "CON Allocation" Date:

4/21/2027

Notice to Proceed with Federally Reimbursable ATP Work:

6/20/2027

Expected Start Date for Construction activities:

7/1/2027

Time to complete the Construction activities:

10 months

Expected or Past Completion Date for the CON Phase:

4/26/2028



Part A6: Project Funding
 (1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	435	389	23/24	46	-	-	46	-
PS&E	803	723	24/25	80	-	-	80	-
R/W	100	90	24/25	10	-	-	10	-
CON	6,900	6,201	26/27	699	-	-	699	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	8,238	7,403		835	-	-	835	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? Yes No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date:	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.	
10	n/a	n/a				ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ				Stockton, City of			
				MPO	Element		
				SJCOG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Leticia Saldivar		(209) 937-8613		leticia.saldivar@stocktonca.gov			
Project Title							
Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity							
Location (Project Limits), Description (Scope of Work)							
On Alpine Avenue from Ryde Avenue to Pershing Avenue, Pershing Avenue from Alpine Avenue to Mendocino Avenue, and Mendocino Avenue from Pershing Avenue to Kensington Way.							
Component		Implementing Agency					
PA&ED		Stockton, City of					
PS&E		Stockton, City of					
Right of Way		Stockton, City of					
Construction		Stockton, City of					
Legislative Districts							
Assembly:	13	Senate:	5	Congressional:	9		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The Alpine Pershing Mendocino Bicycle-Pedestrian C project will create a cross-jurisdictional bikeway, connecting communities and enhancing safety for all users. The project is the result of the City of Stockton and San Joaquin County working collaboratively to implement improvements that fulfill interregional goals and community needs. The project is a top priority in the City's Bicycle Master Plan (adopted 2017)							
Purpose and Need							
The purpose of this project is to create a new low-stress bicycle corridor in the Country Club neighborhood. The project will conduct a road diet on Alpine Ave and Mendocino Ave to add new continuous Class IIB and Class IV bicycle facilities, reconstruct two intersections on Pershing							
Category	Outputs/Outcomes			Unit	Total		
Active Transportation	Bicycle lane-miles			Miles	1.6		
Operational Improvements	Intersection / Signal improvements			Each	2		
NHS Improvements:		Roadway Class:		Reversible Lane Analysis: No			
Inc. Sustainable Communities Strategy Goals: Yes				Reduces Greenhouse Gas Emissions: Yes			
Project Milestone				Existing	Proposed		
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					9/1/2023		
Circulate Draft Environmental Document (Document Type)		CE					
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					2/21/2025		
Begin Design (PS&E) Phase					5/1/2025		
End Design Phase (Ready to List for Advertisement Milestone)					4/21/2027		
Begin Right of Way Phase					5/1/2025		
End Right of Way Phase (Right of Way Certification Milestone)					10/28/2025		
Begin Construction Phase					7/1/2027		
End Construction Phase					4/26/2028		
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information

Date:

The San Joaquin County Bicycle Master Plan (adopted 2020).

No bicycle facilities currently exist on any of the roadways that are part of this project. Alpine Avenue and Mendocino Avenue currently provide two travel lanes in each direction with on-street parking. Pershing Avenue is a high-speed arterial, with five travel lanes including turn lanes in its current configuration. While sidewalks are provided throughout the corridor, high speeds can deter bicycling and walking, and multiple collisions have occurred at crossings.

The Country Club neighborhood surrounds the western half of the project corridor and is a residential area with multiple elementary schools. The neighborhood is split between City and County authority and meets the disadvantaged community criteria for median household income. The high speed, high-volume roadways and lack of bicycle connectivity mean the neighborhood is isolated from the City's developing active transportation grid.

The project will establish a new low-stress connection by installing Class IIB buffered bike lanes on Alpine Avenue from Ryde Avenue to Pershing Avenue, and a two-way Class IV cycle track on Pershing Avenue to Mendocino Avenue, to Kensington Way. Substantial safety improvements will be made for both bicyclists and pedestrians at intersections, including the construction of a partially protected intersection, the removal of channelized turn lanes, and multiple crossing enhancements throughout the corridor.

The completed project will result in an all ages and abilities active transportation corridor that improves safety and access for all users.



Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

A7.2 RTPSCS Consistency 2022.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?

- Yes No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Project Boundaries.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Healthy Places Index
- Other

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2015-2019 American Community Survey (ACS) (<\$60,188). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner

Census Tract/Block Group/Place #	Population	MHI
10	5,185	52,965
11.01	5,220	55,958
11.02	4,763	51,630
12	5,515	74,571

Lowest median household income from above (autofill): \$ 51,630 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 59,174.06
 (to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

B1B ACS MHI.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

(Max of 500 Words)

Words Remaining: **9**

The Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity project closes the active transportation gap from the Country Club neighborhood on Alpine Avenue to Kensington Way which addresses an east/west deficiency in the active transportation network. This project will also connect the County Club neighborhood in the western portion of the project, a disadvantaged community population by median income criteria, to the City of Stockton and its growing active transportation grid. Currently, no bicycle facilities exist on the roadways within the project area and pedestrians face safety and access barriers as well. Alpine Avenue and Mendocino Avenue currently provide two (2) travel lanes in each direction with on-street parking and Pershing Avenue is a high-speed five (5) travel lane arterial that includes two (2) travel lanes in each direction and a turn lanes. While sidewalks are provided throughout the corridor, the high speed and high-volume roadways can deter bicycling and walking, and multiple collisions have occurred at crossings.

The Project will address gaps in the pedestrian network by extending and adding sidewalks and installing curb ramps and high-visibility cross walks where there are currently none. Some of the current sidewalks on Alpine Avenue will be widened and a new sidewalk will be added to the west side of Kensington way. These improvements will create a safer and more accessible east-west



active transportation connection for pedestrians through this corridor.

The Project also addresses the deficiency of safe and accessible east-west bicycle connections between the unincorporated County Club community (San Joaquin) and the City of Stockton, linking unincorporated pockets of San Joaquin County to the citywide backbone bicycle network. The Project will connect to the Kensington Way Bicycle Boulevard, which finished construction in 2021, and will provide north-south connections to the Class I Calaveras River Trail, commercial and community destinations, and to the employment center in Downtown Stockton. The Project will serve multiple schools within a half mile of the corridor, including Madison Elementary, Commodore Skills School, Hoover Elementary, and Tyler Elementary. It will also provide a connection for the County Club neighborhood to University of the Pacific, an important higher education institution in the city which offers recreational and cultural activities to community members. The Project will create a new active transportation link between these two communities, connecting County Club to the services and assets of the University neighborhood.

Demographics of the Country Club community continue to highlight the need for viable active transportation options. The Country Club neighborhood around Alpine Avenue is comprised of multiple census tracts within the Project vicinity, all of which fall below the 32nd percentile statewide for healthy transportation conditions (HPI). Immediately surrounding Alpine Avenue in Census Tract 11.01, 6.2 percent of households do not have access to an automobile, meaning access to safe and convenient active transportation options is vital for residents to access jobs, services, and educational opportunities. Physical displacement is not anticipated to occur as a result of this project, as no additional right-of-way is required for implementation.

2. Explain how the disadvantaged community residents will have physical access to the project.

(Max of 500 Words)

Words Remaining: 252

The Project promotes spatial and socio-economic equity by connecting residents of all involved disadvantaged communities to the Citywide backbone bicycle network, which is envisioned as a grid of low-stress bikeways that will connect across the City.

Disadvantaged community residents in Census Tract 11.01 would have direct physical access to the Project, as Alpine Avenue passes directly through the Census Tract. Residents in Census Tracts 10 and 11.02 will be able to access the Project through numerous low stress neighborhood roadways which directly intersect with Alpine Avenue, which is the main travel route for most residents leaving or entering the surrounding neighborhood.

The Project will establish a new active transportation connection across Interstate 5 for disadvantaged community members living west of I-5 in Census Tract 10, where the median household income is less than 71 percent of the statewide median income, per 2014-2019 ACS data. Currently, Alpine Avenue is one of only three (3) roadways that provide access to destinations outside of this neighborhood, which is otherwise bounded by I-5, the San Joaquin River, Calaveras River, and Smith Canal waterway. Census Tract 11.02, which is two blocks south of Alpine Avenue location (11.02), will have physical access to the Project through the Mission Road bicycle boulevard, a project adopted as part of the Stockton Bicycle Master Plan and a priority in the County Bicycle Master Plan. This will also increase access for children attending Madison Elementary School, where 76.5 percent of students are eligible for free or reduced-price meals.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents.

Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 159

The Project is the result of an extensive, community-driven planning process that was conducted during the citywide Bicycle Master Plan update and involved close collaboration between the City of Stockton and its residents. In the first phase of the planning, residents directly identified where they wanted to walk and bicycle in Stockton through a series of three community meetings and events, which were attended by approximately 100 people in total. Each workshop included an interactive exercise to identify residents' visions for increasing bikeability, and small group working sessions to identify issues they faced when traveling on bicycle. Feedback from attendees indicated that connectivity and a lack of east/west connectors was a challenge for both commuters and recreational riders; that existing facilities are not family friendly or low-stress; and that bicycle facilities needed to connect with transit and key destinations.

In addition to in-person engagement, online and mobile text-based surveys were offered in English and in Spanish and an interactive web-mapping tool was deployed to gather feedback from a broader swath of the community. When asked what changes would make the respondent more likely to ride a bicycle in Stockton, more bike lanes, bike lane continuity, and connectivity was the number one response received. Specific requests were received for safer bicycle facilities on Alpine Avenue and Pershing Avenue, along with additional requests for connectivity to destinations across the City.

The second phase of the Project focused on the planned network and potential designs, including identification of and feedback on the Alpine Avenue project for inclusion as part of the priority backbone network for the City. Alpine Avenue was identified as a priority through three community workshops and a second round of online mapping, in which participants could vote for their priority projects.

Throughout the outreach process, the desire for citywide connectivity and east-west connections was repeatedly identified as a top priority among the community. The Alpine Avenue project was developed in direct response to these requests and is sensitive to the desire for enhanced safety and low-stress facilities to provide those connections.

Attach Documentation

B1C3 Community Support.pdf

D. Project Location: (0 - 2 points)



Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-40 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
Total	0	0

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-20 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking
- The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
 - Does the project have an unserved or underserved demand?
- The **local** health concern responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 23

The Project communities include the Country Club neighborhood, an unincorporated, low-income area of San Joaquin County, and the City of Stockton. The Project provides a low stress facility that improves the safety of residents that need to bicycle to maintain their livelihood and provides the comfort and access that potential cyclists require in the interested-but-concerned demographic.

The Project will address a critical east/west connection between the communities by eliminating the I-5 barrier and addressing the high stress Pershing Avenue corridor. The I-5 crossing improves the limited crossing options, eliminating the obstacle of comfortably biking between Country Club and Stockton. The Pershing Avenue section addresses the arterials high-speed, high-volume conditions including long pedestrian crossing distances and high-speed slip lanes with poor sight distance.

The bicycle-pedestrian improvements incorporated within this project will benefit non-motorized users of all ages and abilities by offering safer, lower stress, and convenient opportunities for active transportation. To accommodate existing cyclists and to encourage new cyclists among students, the older population, and persons with differing abilities, low stress facilities that offer a high comfort service will be installed. Class IIB buffered bike lanes will be implemented along Alpine Avenue from Ryde Avenue to Pershing Avenue. A partially protected intersection will be constructed at Pershing Avenue, and a two-way Class IV cycle track will be installed along the eastern side of Pershing Avenue beginning at Alpine Avenue and continuing along the north side of Mendocino Avenue until Kensington Way.

To enhance the pedestrian environment, new high-visibility crosswalks will be installed at multiple intersections, slip lanes will be closed, and new curb ramps will be installed where needed. The buffered bike lanes will also benefit pedestrians by increasing the separation between the sidewalk and vehicle travel lanes. The existing intersection at Mendocino Avenue and Pershing Avenue be reconfigured to remove slip lanes and improve sight distances for turning vehicles, and install pedestrian crossings.

Small commercial destinations are present along Alpine Avenue within the Country Club community, but the community is largely cut off from accessing broader services or destinations by bicycle due to no bicycle facilities within the neighborhood. Nearby destinations of significance include University of the Pacific, the Calaveras Bike Trail, and the grocery stores and retail businesses along Country Club



Boulevard and Pacific Avenue. While basic needs can be met by the Dollar General Market and La Mexicana Super along Alpine Avenue, access to full-service grocery stores is not available within one half mile of Census Tract 11.01. The addition of safe and accessible bicycle and pedestrian infrastructure on this corridor will increase access to these community destinations.

The Country Club neighborhood around Alpine Avenue is comprised of multiple census tracts within the Project vicinity, all of which fall below the 32nd percentile statewide for healthy transportation conditions (HPI). Immediately surrounding Alpine Avenue in Census Tract 11.01, 6.2 percent of households do not have access to an automobile, meaning access to safe and convenient transportation options is vital for residents to access jobs, services, and educational opportunities. San Joaquin Regional Transit District (SJRTD) provides limited transit service via Route 545, which stops at Alpine Avenue and Franklin. With headways in excess of an hour and no service provided after 5:25 p.m., the route does not provide a high-quality connection to other destinations. For cross-town trips, a transfer is required to another line via the Mall Transfer Station or Downtown Transit Center, which extends travel times for users. The creation of a new bicycle route along the Project corridor will improve transit connectivity by taking users less than a quarter mile from Route 40, which provides express service north and south through the City with an average headway of less than fifteen minutes. Bicycle racks are provided on all SJRTD buses, making multimodal trips feasible and attractive.

The 2019 Dignity Health Community Health Needs Assessment (CHNA) for San Joaquin County indicates multiple health disparities in the broader community, including increased rates of obesity and diabetes, a lack of access to healthcare, high rates of asthma, and concerns about climate impacts on community health. This is supported by data collected in the Healthy Places Index, which indicates that more than 8 percent of adults do not have health insurance in Census Tracts 11.01 and 11.02 and may be more likely to experience negative health outcomes. Increasing physical activity is a proven way to combat these health risks. The Project would connect neighborhoods disproportionately impacted by health issues to the larger Stockton bicycle network, expanding access to education, employment, housing, and health care. Besides increasing physical activity by providing better pedestrian and bicycling conditions, one of the most notable health improvements would include reducing the risk of crashes.

The Alpine Pershing Mendocino Bicycle-Pedestrian Connectivity project upholds both the City of Stockton and the San Joaquin County's visions of a well-designed, walkable, bikeable, and transit-friendly community that increases access and safety for users of all ages and abilities. The implementation of this project will expand connectivity between the Country Club neighborhood and the City by increasing active transportation trips to destinations and resources. It also hopes to bring economic benefits to the City and region by increasing access to goods, services, and education centers that were once unattainable due to a lack of viable, safe, and convenient transportation options.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

- Closes a gap?
- Creates new routes?
- Removes barrier to mobility?
- Other improvements to existing routes?
- Implements a non-infrastructure program?

No. of gaps: _____ Total length of gap(s) (feet): _____

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Type of barrier: Freeway



- a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destinations must be identified.* And/or describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words) Words Remaining:

This connectivity project will create a new route for bicycle travel between the Country Club community and the broader destinations of the City of Stockton. The route will seamlessly link residential neighborhoods located in the unincorporated County to those within the City, creating a cohesive and low-stress travel experience for people on bikes. This project supports multiple local and statewide policy goals, including State Bicycle and Pedestrian Plan (2017) M1 to create connected and comfortable networks by developing local and regional networks of high-quality bicycle and pedestrian facilities for all ages and abilities.

The new Class IIB buffered bike lanes will directly support travel to local community destinations including schools, worship centers, and grocery stores. The schools includes Madison Elementary, Hoover Elementary School, Commodore Stockton Skills School, and Tyler Elementary, all of which are within one half mile of the Project. In 2017, the City developed the Stockton Safe Routes to School Plan which identified student needs for access and safety along local roads, including Alpine Avenue. This project will address some of the concerns outlined in the plan for Alpine Avenue by implementing the recommended infrastructure including new signs and striping as well as the implementation of a road diet. With the implementation of this project, local schools and Madison Elementary School especially, due to its location being just south of Alpine Avenue on Mission Road, will have safer and more accessible routes for students who walk and bike.

Worship facilities including St. Paul's United Methodist Church and Church of Christ of Stockton are located directly on Alpine Avenue. Local destinations for food and goods on Alpine Avenue include the Dollar General Market, La Mexicana Super, Michael's Pizza, Gina's Café, and Paleteria Y Neveria Tocumbo.

At the eastern end of the Project corridor, the enhanced crossings on Pershing Avenue at Alpine Avenue and Mendocino Avenue, along with the new two-way Class IV cycle track, will open access to additional and significant community destinations. This includes University of the Pacific, which while a private university, offers many programs to the community including fitness and sports lessons, arts and culture events, and the Robb Community Garden, where community members can get access to fresh produce. The Tuxedo Court Post Office, Save Mart Super Market, and financial institutions such as the BBVA Bank will be accessible within half a mile or less of the Project at the eastern end.

As part of the transportation network, the new facility will connect to the Kensington Way Bike Boulevard, which finished construction in 2021, and is also part of the City's bike network. Taken together, residents of the Country Club neighborhood will have access to a continuous low-stress facility that extends all the way to Downtown Stockton, the primary employment hub for the region. Important Downtown civic destinations like City Hall, the County Administration Building, the Downtown Transit Center, and the DMV, as well as recreational destinations like the Weber Point Events Center, the Stockton Arena, and Banner Point Ballpark, will also be accessible. To the north, the Kensington Bike Boulevard will also provide connection to the Calaveras Bike Trail, a significant Class I path which spans the width of the City and provides one of the few footbridges for bicyclists and pedestrians to cross the Calaveras River. The trail also provides connection to Stagg High School and the local Social Security Office.

The Project will also eliminate the Interstate 5 active transportation barrier. Currently, Alpine Avenue is one of two roadways that provides an undercrossing for residents west of I-5 in the Country Club neighborhood seeking to access the community. Creating a dedicated space under I-5 for bicyclists will provide separation from motor vehicle traffic and a safer crossing experience, enabling access to all destinations previously mentioned along the corridor. The Project proposes to add bike lanes under the freeway for confident riders and to also create continuous 10' wide sidewalk for less experience riders that are not comfortable riding adjacent to freeway interchange traffic.

For pedestrians, the Project will remove several crossing barriers, most significantly at Pershing Avenue and Mendocino Avenue. In the current condition, the intersection offers no marked crosswalks and requires pedestrians to navigate four lanes of traffic, high speed merging activities across slip lanes, or travel substantially out of the way to make a north/south crossing of Mendocino Avenue. The proposed enhancements to square up the intersection will establish a marked crosswalk, and significantly shorten the crossing distance and exposure for pedestrians across Mendocino Avenue.

- b. For projects with a non-infrastructure element, describe the NI program, the population it will serve, and how the program will use NI components (e.g., encouragement and education) to address the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 Words) Words Remaining:

- c. Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.

Gap Closure.pdf



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe project location’s history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
 - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
 - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
 - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
 - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

3A1 TIMS Analysis.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining:

Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	9	8	17	2.83
Total	9	8	17	2.83



- 4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 202

Collision data was pulled from TIMS for years 2014-2020. While 2020 data is provisional, recent records may be indicative of changing collision trends along the corridor, and thus were included in the analysis.

Pedestrian safety is a concern along the Alpine Avenue section of the Project, with pedestrian collisions comprising 9 of the 17 collisions for the time period reviewed. Of those nine collisions, eight were due to a driver failure to yield at a marked or unmarked crosswalk, and a third involved victims younger than 18 years of age. To address the high incidence of pedestrian collisions, existing marked crosswalks along the corridor will be upgraded to high-visibility crosswalks, and new high-visibility crosswalks will be added at Grange Avenue and Webster Avenue. The removal of a travel lane in each direction on Alpine Avenue will shorten crossing distances for pedestrians, slow traffic, and reduce exposure to vehicles and the chance for a double-threat collision.

Per research from the Crash Modification Factors Clearinghouse, these improvements are anticipated to reduce the number of collisions along the corridor. Road diets are associated with a crash reduction factor (CRF) of 47 percent, indicating a reduction in crashes for all users can be anticipated from the improvements. Similarly, high-visibility crosswalks are associated with a CRF of 40 percent.

Reported causes of bicycle related collisions varied and occurred throughout the corridor. Improper turning, wrong side of the road riding, traffic signal and sign violations constituted five of the six primary collision factors according to TIMS. The variety of collision factors is indicative of the current ambiguous street condition, which does not clearly define spaces for bicycling. This suggests a need for clearer delineation of space for each type of roadway user along the corridor, which will be addressed by the installation of a continuous low-stress bicycle facility.

To address safety conditions, San Joaquin County has already invested in spot improvements along Alpine Avenue, including the upcoming installation of a rectangular rapid flashing beacon (RRFB) at the intersection of Franklin Avenue and Alpine Avenue. Within City limits, a similar treatment has been installed to facilitate crossings of Mendocino Avenue at Manchester Avenue.

Given the high numbers of collisions at intersections, the improvements on Pershing Avenue have been planned to improve safety conditions for pedestrians and bicyclists as upgraded multimodal facilities are installed. Protected corners on three of the four corners at the Pershing/Alpine intersection will help facilitate a smooth transition between the Class IIB buffered bike lanes along Alpine Avenue to the Class IV cycle track that begins on Pershing Avenue. Concrete curb islands will reduce the turning radius for right turning vehicles, lowering vehicle speeds and reducing "right hook" collisions. The closure of the channelized turn lane from Alpine to Pershing will similarly reduce the corner radius and high-speed right turns present in the existing condition and eliminate high-stress conflict zones for people riding bicycles.

At the intersection of Mendocino Avenue and Pershing Avenue, two existing channelized turn lanes will be removed, eliminating conflict points and sight distance issues. The roadway space will be repurposed to accommodate the Class IV cycle track, and the remaining travel lanes will be squared up to reduce turning speeds. The addition of a crosswalk will substantially enhance crossing conditions for pedestrians.

To address the wide crossing distance on Mendocino, a median refuge will be installed to complement the existing pedestrian beacon and speed feedback signs at Manchester Avenue. Adjacent to the cycle track, this will also reduce the likelihood of potential conflicts between bicyclists and pedestrians and allow for two stage crossing. For bicyclists, the cycle track will be installed adjacent to the curb, with parked vehicles providing an additional buffer from the roadway.

At the eastern end of the Project, the cycle track will integrate with the Kensington Way Bicycle Boulevard project. To facilitate this connection, the channelized right from Kensington Way to Mendocino Avenue will be removed to accommodate the cycle track. This reconfiguration will also enhance safety by eliminating a high-speed turning movement and shortening crossing distances for pedestrians. New sidewalk and a new crosswalk will be installed along the west side of Kensington Way at Mendocino Avenue to create a cohesive pedestrian experience.

B. Safety Countermeasures (13 points max)



Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- a. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
Discuss current speed and volume and anticipated speed and volume.
- b. **Improves sight distance and visibility between motorized and non-motorized users?**
Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
- c. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
Discuss current conflict point description and anticipated issue resolution.
- d. **Improves compliance with local traffic laws for both motorized and non-motorized users?**
Discuss which law(s) and how the project will improve compliance.
- e. **Addresses inadequate vehicular traffic control devices?**
Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
- f. **Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**
Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
- g. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**
Identify the behaviors and how the project will address them.

(Max of 1500 Words)

Words Remaining: 604

a. The Project will reduce speed along Alpine Avenue and Mendocino Avenue by implementing a road diet and removing one lane of travel in each direction. The current speed limits on Alpine Avenue and Mendocino range from 25 mph at the west end to 35 mph at the east end. The road diet will have a traffic calming effect and reduce the operating speed along the corridor. Per research from the Crash Modification Factors Clearinghouse, road diets are associated with a crash reduction factor (CRF) of 47 percent, indicating a reduction in crashes for all users can be anticipated from the improvements. The traffic volumes along Alpine Avenue and Mendocino Avenue within the Project area range between 7500 and 9000 ADT. These volumes can easily be accommodated with the proposed 2-lane sections without diverting traffic into the surrounding neighborhoods. The volume of Pershing exceeds 30,000 ADT of high-speed vehicles, highlighting the need for the Class IIB buffered separated bikeway and protected intersection features at the Alpine Avenue and Pershing intersection. Removing the two channelized lanes at Mendocino Avenue and Pershing Avenue will align the intersection and reduce turning speeds which will also benefit pedestrian and bicyclist safety.

b. Sight distance issues are present at several intersections in the corridor, primarily the intersections Pershing/Alpine and Pershing/Mendocino. This is due to the sweeping turning radii and presence of channelized right turn lanes, which presents challenges in recognizing pedestrians, bicyclists, and oncoming vehicles. The removal of the channelized right turn lanes will allow the intersections to be squared up, reducing the turning radii, and allowing for the installation of enhanced pedestrian crossing treatments and the addition of bicycle facilities. The controlled turning movements will reduce traffic collisions and make it easier to navigate the intersections for people walking and biking that transition the Project from Alpine Avenue to Mendocino Avenue. The protected intersection proposed at Alpine Avenue and Pershing Avenue is a new treatment for the City, and additional traffic studies will be needed to refine the design and ensure safety benefits are maximized. The inclusion of the two-way cycle track on the north side of the Mendocino Avenue, along the University of the Pacific frontage with limited access points will significantly reduce the conflict points between bicyclists and residents backing out of driveways along the southern frontage dominated by single family residential land use.

c. Multiple conflict points exist along the Project corridor, as there are no existing bicycle facilities. The addition of a Class IIB buffered bike lane along Alpine Avenue will establish clear space for bicyclists in the roadway and create a greater degree of separation between vehicles and pedestrians on the sidewalk. A new two-way Class IV cycle track on Pershing and Mendocino will include barriers and utilize on-street parking to create a physically separated space for bicyclists and reduce the instances of potential conflict between bicyclists and motorists. Intersection design components, including the creation of protected corners at Pershing and Alpine, will reduce the conflict between turning vehicles, pedestrians, and bicyclists by providing a physical barrier for those waiting to cross. The elimination of right turn slip lanes on Mendocino and Pershing Avenue will also reduce conflict points as sightlines will be improved and road users will be instructed to yield at the intersection.

f. Crash data for the Project corridor highlights pedestrian safety concerns, especially along Alpine Avenue. Of the 9 pedestrian crashes along the Alpine Avenue segment, 8 were due to drivers failing to yield at marked and unmarked crosswalks. This points to a need for higher pedestrian visibility and increased protection in crosswalks. The Project has incorporated these concerns into its design by including RRFBs, high visibility crosswalk markings, shorter crossing distances, and a pedestrian crossing refuge on Mendocino. From Ryde Avenue to Plymouth Road, all sidewalks will be expanded to 10 feet across and pedestrian push buttons will be updated at the Plymouth and Alpine intersection. A RRFB and high visibility crosswalk will be installed at the intersection of Alpine and Webster Avenue and again Franklin Avenue and Grange Avenue. The intersections of Alpine with Marine Avenue and Margaret Avenue will also have high visibility crosswalk upgrades. The channelized right turn lane at Alpine and Pershing will be removed, and expanded sidewalks will connect to the protected intersection. Multiple curb ramps will also be installed along the Alpine road



segment, increasing the accessibility of safe pedestrian facilities.

g. The road diet will remove double-threat collisions, one of the most common collision types between pedestrians and vehicles along the corridor at the uncontrolled crosswalks. Currently, with two-lanes in each direction and several uncontrolled crossing locations, the double-threat collision may occur if a vehicle in the outside lane yields to a pedestrian crossing but the vehicle in the adjacent lane does not. The road diet will channelize existing traffic into a single lane. Additionally, the inclusion of left turn pockets and strategic two-way left turn lanes will reduce the potential rear end collisions related with left turning vehicles stopping in a travel lane. The upgrade to high-visibility crosswalks and the addition of RRFBs along the corridor is also anticipated to increase compliance with yielding to pedestrians. Note: the City is currently updating their guidance for pedestrian crossing treatments and will apply the approved policy when the Project enters the design phase to utilize the appropriate crossing enhancements for each currently uncontrolled intersection.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 Points) (Max of 500 words)**

Words Remaining: 91

Alpine Avenue (inclusive of the Mendocino Avenue segment) was identified as a priority corridor early in the development of the City's Bicycle Master Plan, given numerous public requests for additional east-west connectivity. Working with a diverse stakeholder steering committee, the City drafted a network and set of priorities that were subsequently vetted during a series of three (3) public workshops held in March of 2016. The public workshops focused on the development of the backbone bikeway network and facility design priorities. Input gathered at the workshops helped identify what innovative treatments were favored for consideration at segments or intersections, and prioritized installations.

With these priorities established, a multi-modal alternatives assessment was conducted for the Alpine Avenue Corridor to evaluate the tradeoffs and benefits of each proposed alternative as compared to the existing condition. A prioritization score was developed and applied to each alternative based on metrics including pedestrian, bicycle, transit, and auto circulation factors. For pedestrians, factors included minimized crossing distance/reduced exposure to autos, provision of a buffer between the sidewalk and travel lane, and slower traffic speeds. For bicyclists, minimal conflict points at intersection with turning vehicles, level of traffic stress, and minimal conflict along block lengths were scored. Under this system, the Project configuration was identified as the preferred alternative, as it showed the highest number of improvements for safety for all users compared to the existing condition and the alternative configuration, neither of which included buffered bike lanes. Documentation of this analysis and a summary of the alternatives considered is included as an additional attachment to this application.

When preparing this project application, City and County staff met virtually to discuss how best to successfully implement the requested improvements. This collaborative approach is supported by planning priorities set out in each agency's guiding documents. For the County, the 2035 General Plan specifically encourages bicycle facilities in unincorporated areas to interface with city bicycle routes and provide for inter and intra-county bicycle circulation in Goal TM-4.6. The Alpine Avenue Complete Streets Project also supports Goal One of the Stockton BMP: to enhance citywide connectivity by providing a connected bicycle grid of low stress facilities that acts as the primary spine for north/south and east/west routes while closing gaps in the existing bicycle network.

Ultimately, the collaborative approach to developing this project, in keeping with adopted priorities and community support, will provide a cohesive, clear, and continuous set of improvements to serve bicyclists and pedestrians across jurisdiction boundaries.

- B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (0-4 Points) (Max of 700 words)**

Words Remaining: 264

The County and City engaged a broad coalition of stakeholders throughout the Project development process, and a concerted effort was made to focus on sections of the community that are not normally involved or may feel excluded from past planning efforts. Organizations such as San Joaquin Bike Coalition, Downtown Stockton Alliance, Reinvent South Stockton, the California Center for Public Health Advocacy, and Catholic Charities were routinely collaborated with for direct feedback and to distribute outreach materials to their networks. These organizations also provided representatives to serve on a steering committee, which met four (4) times throughout initial project development and provided input and feedback at key junctures. Five small group listening sessions were also held at the outset of the Project with local transportation and agency representatives, business chambers and associations, the local NAACP chapters, Center for Public Health Advocacy, and the Obesity and Chronic Disease Prevention Task Force.

Themes that emerged from these early engagements were echoed throughout broader public engagement efforts, and centered around connectivity, safety, and access:

Connectivity: There is a lack of north/south and east/west connectors for commuters and recreational riders.

Safety: Existing facilities are not always family friendly and many need maintenance.

Access: Many traffic lights and intersections do not detect bikes.

Access: Bicycle facilities should connect with transit and to key destinations.

At the time of implementation, the City and County staff will engage the affected public during construction. Since most of the improvements



can be constructed with slurry seal or overlay and restriping there will be limited duration impacts to the local residents along the corridor. The Project staff will also work with University of Pacific to schedule modifications to the western access point of campus, off of Pershing Avenue, to limit impacts to student and staff access. Finally, after the Project nears completion, the City will work with the local advocate community to inform and educate drivers related to operation of the new cycle track and protected intersection features.

At the time of implementation, the City and County staff will engage the affected public during construction. Since most of the improvements can be constructed with slurry seal or overlay and restriping there will be limited duration impacts to the local residents along the corridor. The Project staff will also work with University of Pacific to schedule modifications to the western access point of campus, off of Pershing Avenue, to limit impacts to student and staff access. Finally, after The Project nears completion, the City will work with the local advocate community to inform and educate drivers related to operation of the new cycle track and protected intersection features.

Attach any applicable Public Participation & Planning documents

B4A MultimodalAnalysis.pdf



Part B: Narrative Questions

Question #5

QUESTION #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The amount of physical separation from vehicular traffic;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
 - What is the current stress level? (low, medium, or high?)
 - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
 - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
 - Does the project expand on or create a low-stress network?

(Max of 700 words)

Words Remaining: 350

The Project implements design features that significantly improve the level of comfort for both pedestrians and people who bike by slowing motorized vehicle speeds, increasing the degree of separation from vehicular traffic, reducing the number of travel lanes, and creating an environment for bicycling and walking that accommodates all ages and abilities. As a result, the Project is expected to create new cyclists and subsequently increase cycling traffic volume.

Speed limits are currently posted at between 25 and 35 miles per hour, but observations from the Project team, as well as anecdotal reports from residents, indicate that travel speeds are often higher and compliance at existing stop-controlled intersections is low. Reducing the number of travel lanes along the corridor will reduce the crossing distance for pedestrians, and thus reduce the amount of exposure they have in intersections. The narrowing of the travel way along Mendocino Avenue may also support compliance with posted speed limits.

The addition of a buffer to the Class II bicycle lanes, and the creation of a physically separated cycle track at the eastern portion of the Project, will reduce exposure and increase safety for bicyclists by providing a dedicated travel space. This will also improve the pedestrian experience by creating distance between the sidewalk and vehicle travel lanes.

The Project design goes above and beyond the minimum design options. The Project converts a high stress corridor into a high comfort corridor by prioritizing bicycle and pedestrian of all ages' needs. Buffered and protected bicycle infrastructure was chosen over Class II bike lanes. As a result, a road diet was implemented to accommodate the design. The diet also serves to mitigate traffic hazards by reducing speeds and separating cyclists and pedestrians from traffic.

Due to the high stress levels for people who bike, the Project corridor's current cycling trip numbers are low. The Project implementation includes design features that accommodate all ages. As a result, the Project is expected to create new cyclists and increase cycling trips throughout the corridor. As the City's bicycle network expands, the Project's impact is expected to increase at an accelerated rate.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

(Max of 500 words)

Words Remaining: 405

The Project proposes multiple solutions that are new to both the City of Stockton and San Joaquin County. Along Alpine Avenue, the buffered bike lanes will be the first installed in an unincorporated County community. The cycle track along Pershing Avenue and Mendocino Avenue will be the first of its kind within all of San Joaquin County, including the incorporated cities. Finally, the intersection at Pershing Avenue and Alpine Avenue will be the first within the City or County to incorporate elements of a protected intersection, introducing a new treatment for safety to the community.



C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining:



Part B: Narrative Questions

Question #6

QUESTION #6

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: **\$46**

Designate the Funding Type: Local agency funds

PS&E Phase Project Delivery Costs:

Leveraging Funding: **\$80**

Designate the Funding Type: Local agency funds

Right of Way Phase Project Delivery Costs:

Leveraging Funding: **\$10**

Designate the Funding Type: Local agency funds

Construction Phase Project Delivery Costs:

Leveraging Funding: **\$699**

Designate the Funding Type: Local agency funds

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: **\$0**

Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: **\$8,238**

Leveraging Funding: **\$835**

% of Total Project **10.14 %**

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

B6 Leveraging Letter - Alpine Pershing.pdf



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
(Max of 100 Words)

Words Remaining:



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN CONSISTENCY (0 - 5 points)

A. The evaluators will consider the following: (5 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance



Part B: Narrative Questions

Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)
 (-5 to 0 POINTS)

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

8 CCC Response.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

8 CALCCC Response.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 90

landscaping
 tree planting
 irrigation installation
 bike rack installation
 demo work

- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
 - the CCC the CALCC the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications)	Attachment A
Attachment A - Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Attachment B-Engr-Checklist_Alpine Bikeway.pdf	
Project Location Map (Required for all applications)	Attachment C
Attachment C- ProjectLocation.pdf	
Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects)	Attachment D
Attachment D - Project Plans-compressed.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Attachment E- AlpineExistingConditions.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Attachment F - Cost Estimate.pdf	
Non-Infrastructure Work Plan (Exhibit 25-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Exhibit 25-Plan) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) and Support Documentation (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Attachment I- Letters of Support.pdf	
Exhibit 25-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
Attachment K- Stockton_SRTS_Plan_December_2017.pdf	