



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 - Large



PROJECT APPLICATION NO.:

10-Stockton, City of-5

PROJECT NAME:

Downtown Stockton Weber Avenue Bike and Ped Connectivity

PROJECT DESCRIPTION:

Install Class IV bike lane, RRFB signals, signage, ADA curb ramps, sidewalk improvements, curbs, gutters, bike storage, bike lockers, public art and trees.

PROJECT LOCATION:

This project is located on Weber Avenue from the I-5 overpass (at Mormon Slough) to Wilson Way in Stockton, California.

ATP FUNDED COMPONENTS					
Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 420	\$ 1,690	\$ -	\$ 7,317	\$ -	\$ -
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 \$
11,842	9,427	2,415	-	2,415	-	-



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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.

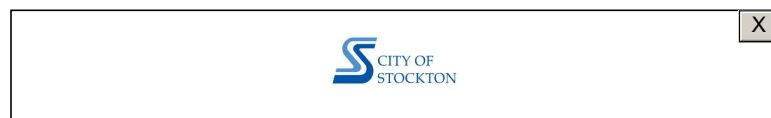
LOCODE: 5008	IMPLEMENTING AGENCY'S NAME: Stockton, City of
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IMPLEMENTING AGENCY'S ADDRESS 22 E. Weber Avenue, Room 301	CITY Stockton	STATE CA	ZIP CODE 95202
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IMPLEMENTING AGENCY'S CONTACT PERSON: Herminia Rodriguez	CONTACT PERSON'S TITLE: Project Manager II
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CONTACT PERSON'S PHONE NUMBER: 209-937-5136	CONTACT PERSON'S EMAIL ADDRESS : Herminia.Rodriguez@stocktonca.gov
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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



Part A2: General Project Information

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

Words Remaining: 2

Downtown Stockton Weber Avenue Bike and Ped Connectivity

PROJECT / APPLICATION NUMBER: 5

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

Words Remaining: 70

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

The project was derived from the Greater Downtown Stockton Active Transportation Plan and the City of Stockton Bicycle Master Plan. This project will provide 1.7 miles of Class IV protected bike lanes in both directions along Weber Avenue in downtown Stockton. The current condition of the Downtown Weber corridor consists of 2 vehicle travel lanes, on-street parking, and some areas with dilapidated sidewalks. There are currently no dedicated bicycle lanes, so travel for pedestrians and cyclists must take place on disjointed sidewalks and within the roadway. Cyclists must transition between streets at intersections within the current traffic flow using the side of the road or sidewalk. This creates conflicts with either vehicles or pedestrians and is generally unsafe for cyclists.

The new bike lane will serve several thousands of disadvantaged residents, including many students who rely on this corridor to travel between home and school. Community outreach projects have identified this section of the existing Stockton sidewalks and bike routes as a very "high stress" area that only seasoned and highly confident riders will use. The intent of the project is to provide a very important connection to residents who want to travel by bike, but are deterred by the current conditions and lack of continuous bike routes between their destinations. The project will include the installation of an upgraded, automated crossing signal and barriers to protect pedestrians and cyclists.

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: 1

26 bulbouts w/ADA ramps, 17,800-LF ClassIV bike-lane, 1 offset median crosswalk, 800-LF new sidewalks, replacement 2,700-LF sidewalks, 1,700-LF protected barrier, 4 ped-heads, 8 timing improvements, 3 RRFB signals, 267 trees, 24 bike-racks, 16 bike-lockers

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 25

Install Class IV bike lane, RRFB signals, signage, ADA curb ramps, sidewalk improvements, curbs, gutters, bike storage, bike lockers, public art and trees.

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 60

This project is located on Weber Avenue from the I-5 overpass (at Mormon Slough) to Wilson Way in Stockton, California.

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. [X] Yes [] No

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen. (Max of 300 words)

Words Remaining: 28

The far western portion of the project is about 200 feet from the north-westbound side of the I-5 Interstate. The majority of the project travels away from the freeway and is more than 500 feet from the freeway. This project location was necessary as it provided the east-west connection of Downtown Stockton from the freeway to the Stockton Metropolitan Airport and train station, which are 1.7 miles to the east. The proximity to I-5 is unavoidable because the connection point to the Mormon Slough trail sits at the point of the project that is nearest to the freeway. It is critical that this project connect to existing bike routes. In order to make these alternate commuting bikeways useful, they must be located in areas where cyclists and pedestrians can gain access to them easily and in convenient locations. For this project, the location site happens to be near the I-5 interstate.

Although a small amount of the project is near the freeway, there will be a significant emissions offset provided by the 267 trees that will be planted over the length of the project. In addition, there is expected to be a prominent reduction in commuter traffic volume as a result of adding safe and accessible Class IV bike lanes in Downtown Stockton. These are major benefits that will improve the overall health of Stockton residents and reduce disparities in those areas lacking a vehicle as well improve as the local environment and regional air quality. In light of this proposed project, the impact of potential exposure to possible particulate air pollution at this small section of the project will be insignificant.



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 - Project Location Map.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

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. 37.9 N / long. -121.302 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:**

Project is located within one of the ten large MPOs

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? 23

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
BPMP-5008(157)	OTHER – Federal Funding	\$431,011	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
BPMP-5008(177)	OTHER – Federal Funding	\$355,055	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
WP22041	OTHER – State Funding	\$3,351,430	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPSB1L-5008	Active Transportation Program (ATP)	\$2,673,000	Combination (I/NI)	Adjacent project limits with no overlapping scope or limits of work
WT15026	OTHER – Local Agency Funding	\$398,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
CML5008(149)	Congestion Mitigation and Air Quality Improvement	\$2,375,339	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
HSIPL-5008(185)	Highway Safety Improvement Program (HSIP)	\$250,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPL-5008(158)	Active Transportation Program (ATP)	\$2,860,802	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
CML-5008(188)	Congestion Mitigation and Air Quality Improvement	\$864,414	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPSB1L-5008	Active Transportation Program (ATP)	\$4,486,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work



ATP APPLICATION FORM

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Meas.K &AHSC	OTHER – Local Agency Funding	\$1,585,132	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
WT18011 Meas. K	OTHER – Local Agency Funding	\$1,240,563	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPL-5008(199)	Active Transportation Program (ATP)	\$1,799,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
HSIPL-5008(155)	Highway Safety Improvement Program (HSIP)	\$482,100	Combination (I/NI)	Adjacent project limits with minor overlapping scope or limits of work
ATPSB1L-5008	Active Transportation Program (ATP)	\$7,111,270	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
ATPCML-5008(178)	Congestion Mitigation and Air Quality Improvement	\$2,620,929	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
WT18006 Meas.K	OTHER – Local Agency Funding	\$770,000	Plan	Adjacent project limits with no overlapping scope or limits of work
HSIPL-5008(162)	Highway Safety Improvement Program (HSIP)	\$594,000	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
ATPLNI-5008(160)	Active Transportation Program (ATP)	\$1,798,560	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
RPSTPLE-5008	OTHER – Federal Funding	\$3,663,398	Infrastructure (I)	Overlapping limits and scope of work
ATPLNI-5008(141)	Active Transportation Program (ATP)	\$550,000	Combination (I/NI)	Overlapping limits and scope of work
ATPL-5008(140)	Active Transportation Program (ATP)	\$728,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work
ATPSB1L-5008	Active Transportation Program (ATP)	\$4,899,600	Infrastructure (I)	Overlapping limits and scope of work



Part A3: Project Type

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

Infrastructure - Large

Will construction funds be requested for this project?

Yes No

* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

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 _____

Is your project in a current Plan?

Yes No

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

Bicycle Transportation % of Project 90 %

Pedestrian Transportation % of Project 10 %

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>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>17,800</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>16</u> Number	Timing Improvements: <u>8</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>1</u> Number
Lighting:	Intersection: <u>7</u> Number	Roadway Segments: <u>5,000</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>27</u> Number	New Secured Lockers: <u>16</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? 50 %
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>800</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>2,700</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>1,700</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>6</u> Number	Reconstruct Ramp to Standard: <u>66</u> Number
Signalized Intersections:	New Crosswalk: <u>1</u> Number	Enhance Existing Crosswalk: <u>33</u> Number
	Ped-Heads: <u>4</u> Number	Shorten Crossing: <u>10</u> Number
	Timing Improvements: <u>8</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>13</u> Number
	New RRFB/Signal: <u>4</u> Number	
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>2</u> Number	Crossing-Surface Improvements: <u>1</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>24</u> Number	Trash Cans: <u>14</u> Number
	Shade Trees: <u>267</u> Number	Shade Tree Type: <u>Red Maple</u>
Other Ped Improvements:	#1: <u>Offset Median Crosswalk</u> #: <u>1</u>	#2: _____ #: <u>0</u>

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

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.
- 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... 2) Prior to estimating the durations of the project delivery tasks... 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027...

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

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

Proposed CTC "PA&ED Allocation" Date:

7/1/2023
8/30/2023

Notice to Proceed with Federally Reimbursable ATP Work:

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 text box]

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:

2/22/2025
4/23/2025

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PS&E activities:

4/24/2025

Time to complete the final Plans, Specification & Estimate:

18 months

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

10/16/2026

* 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 text box]

Right of Way Project Delivery Phase:

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

Proposed CTC "R/W Allocation" Date:

4/25/2025
6/24/2025

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for R/W activities:

6/25/2025

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

1 months

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

7/25/2025

* 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 text box]

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:

11/2/2026
1/1/2027

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

1/4/2027

Time to complete the Construction activities:

12 months

Expected or Past Completion Date for the CON Phase:

12/30/2027

**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	420	420	23/24	-	-	-	-	-
PS&E	1,690	1,690	24/25	-	-	-	-	-
R/W	-	-	24/25	-	-	-	-	-
CON	9,732	7,317	26/27	2,415	-	-	2,415	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	11,842	9,427		2,415	-	-	2,415	-

* 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 N Date: 6/12/2022

District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
10							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			
Herminia Rodriguez		(209) 937-5136		Herminia.Rodriguez@stocktonca.gov			

Project Title
 Downtown Stockton Weber Avenue Bike and Ped Connectivity

Location (Project Limits), Description (Scope of Work)
 This project is located on Weber Avenue from the I-5 overpass (at Mormon Slough) to Wilson Way in Stockton, California.

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
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Project Benefits (If more space is needed, use the Additional Information field on the next page.)
 This project is a direct benefit to and has a significant impact upon the community of Stockton. The current conditions of the Downtown Weber Avenue corridor are inadequate and unsafe for persons with disabilities, pedestrians and those who travel by bike. In addition, this project aims to build a safe, accessible and environmentally friendly alternative transportation route that will serve severely disadvantaged residents.

Purpose and Need
 The purpose of this project is to address the needs identified in the Active Transport Plan and through community outreach efforts. Downtown Stockton is lacking safe and accessible bike and walking lanes, which deters walkers and cyclists from using the area. Most people choose to

Category	Outputs/Outcomes	Unit	Total
Active Transportation	Bicycle lane-miles	Feet	17,800
ADA Improvements	New curb ramp installed	Each	26
Active Transportation	Sidewalk miles	Miles	1.7
Active Transportation	# Signs, lights, greenway, safety/beautification	Each	325

NHS Improvements: Yes Roadway Class: No 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)	ND	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		2/21/2025
Begin Design (PS&E) Phase		4/24/2025
End Design Phase (Ready to List for Advertisement Milestone)		10/16/2026
Begin Right of Way Phase		6/25/2025
End Right of Way Phase (Right of Way Certification Milestone)		7/25/2025
Begin Construction Phase		1/4/2027
End Construction Phase		12/30/2027
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		



ATP APPLICATION FORM

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Additional Information

Date: 6/12/2022

Empty area for providing additional information.



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.

Part A7 - RTP 2018 Segment.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/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

NQ1A DAC Map with Project Area CalEnvSc 4.0.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 # 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: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than 40.05). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40resultsdatadictionaryf2021.zip>

NOTE: Use the CES 4.0 Score value from Column H only! The Census Tract number is in Column A, the Population is in Column B.

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
6077000100	3,688	100.00
6077000300	2,048	100.00
6077000500	2,280	87.00

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):

100.00 (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:

96.30 (to be used for severity calculation only)

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

NQ1B CalEnviroScreen 4.0 Pages.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: **113**

This project will close an important and prominent gap in the active transportation routes available to Stockton residents. There are no designated bike lanes on Weber Avenue today, and large sections of the existing sidewalks are extremely dilapidated and unusable for persons with disabilities. Weber Avenue is lined with many vital community resources to include, schools, businesses, museums, public transportation, municipal services, shopping and recreational centers. Each of these locations are very important to the residents of Stockton, but currently are only easily accessible by motorized vehicles. The residents of Stockton who currently choose to bike down Weber Avenue are generally the most confident and seasoned cyclists. This avid group of cyclists has provided valuable feedback about the condition and accessibility of the Weber Avenue. They've pointed to dangerous vehicle interactions and an overall lack of provision for bicyclists along the roadway. Biking along Weber is risky and requires constant vigilance in the midst of traffic, especially when cycling on the narrow shoulders of the roadway.

Nearly all residents of Stockton who've responded to the community outreach efforts have indicated that they desire this bike lane so that they can access Downtown Stockton on bike. They've requested a dedicated bike lane that protects them from the vehicle traffic because they want to feel safe and confident about using alternative modes of transportation. Commuting without using a car is



important to Stockton residents, but many opt for driving due to concerns over their personal safety. Many of the residents of Stockton work in the downtown area and the bike lane on Weber Avenue will be a crucial factor in giving them an active option for transportation. There are also several schools along Weber Avenue where the students are in serious need of affordable and accessible ways to commute on very limited budgets.

This area is home to many severely disadvantaged residents. In order to provide them with equal access to Downtown Stockton and everything it has to offer, a safe and accessible alternative transportation lane is needed. The costs associated with vehicle ownership and commuting these short distances is a huge burden. The best way to address this problem is to bridge the gap in the active transportation network, which will give everyone a viable opportunity to choose a more affordable and environmentally friendly way to move about Stockton.

- 2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: **42**

Along the entire stretch of Weber Avenue, there are no visible bicycle lanes. Disadvantaged residents who must rely on a bicycle for transportation do not have a marked bicycle lane they can use and must rely on riding on the street alongside vehicles. By riding on the street on an unmarked bicycle lane, it increases the risk of conflict between a motorist and a bicyclist. From Mormon Slough to Commerce Street, Weber Avenue is a two-way street and there is no marked bike lane on either side of the road. However, this is approximately 673' of a parking lane on the southside of Weber Avenue that is used by the apartment complex and ends by a driveway. From that point forward (looking east) until Commerce Street, Weber Avenue is a two-way street. From Weber Avenue and Center Street, Weber Avenue widens to a four-way road that features medians. Although the street widens, there is numerous parking spaces along Weber Avenue that continue until California Street. From California Street to Wilson Way the road becomes a two-way street with parking spaces on both sides. From the Union Pacific Railroad tracks to Union Street, the side is unpaved on both sides of the road. In addition, at Union Street and Weber Street there are no curb cuts on the southside of the road, thus creating an obstacle for a person in a wheelchair or using a walker.

Weber Avenue is a main thoroughfare in Stockton that is used to access key destinations. On the west end of Weber Avenue there is a Children's Museum that is a 22,000 square foot facility with over 40 educational exhibits. Since early childhood education is vital for the social, psychological, and emotional development of children 0 to 5 years, it is important that access to this facility be available for disadvantaged residents. Adjacent to the Children's Museum is the Weber Institute of Applied Sciences and Technology, a public high school within the Stockton Unified School District. South of Weber Avenue at Lincoln Street is the California Department of Motor Vehicles (DMV) which is just 1/8 mile away. On the western limits of Weber Avenue there is a residential high-density complex called the Delta View Apartments. Directly across the street from the apartment complex on the northside of Weber Avenue there are no paved sidewalks. Having paved sidewalks, residents living along this stretch of Weber Avenue will finally have physical access to sidewalks to seek services such as the DMV, walk to or from school or go into Downtown Stockton. Traveling east on Weber Avenue, in Downtown Stockton, there is the Superior Court of California and administrative offices for the County of San Joaquin. Disadvantaged residents may need to visit these areas to receive services.

- 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. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: **296**

A robust comprehensive outreach program was conducted over a 12-month period that started in 2018 which focused on collaborating with community-based organizations, landowners, schools, and the community at-large. There were interviews with underrepresented groups, group meetings with key community stakeholders, two pop-up workshops, virtual workshop, and community open house. The city met with multiple community based organizations (CBO) that maintains close contact with disadvantaged community members. The CBO's represented Stockton's ethnically diverse population and provide a variety of social and medical services for the city's most vulnerable community. In addition, two pop-up events were held that allowed for the public at-large to provide feedback. The pop-ups were held at the Downtown Stockton Asian Farmer's Market and a Stockton Open Air Mall & Flea Market. The Asian Farmer's Market attracts 3,000 customers each week and has been in operation since 1979. It is considered to be one of the oldest farmer's market in California. This farmer's market accepts EBT cards which would draw disadvantaged residents to visit the farmer's market and engage in the pop-up event. The flea market operates Friday thru Sunday and features free admission and parking. This pop-up would also attract disadvantaged community members to visit this site and participate with feedback.

Attach Documentation

NQ1C DAC Outreach Documentation.pdf

D. Project Location: (0 - 2 points)

- 1. Is your project located within a disadvantaged community? Fully _____

E. Severity: (0 - 4 points)

- a. 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. (0-38 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.

Table with 3 columns: School, Total Student Enrollment, Approx. # of Students Living Along School Route Proposed. Total row shows 0 for all categories.

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? (0-19 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?
The local health concerns responses should focus on:
For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 7

The City of Stockton contains some of the most disadvantaged communities in California, scoring at either the 87th or 100th percentile on CalEnviroScreen 4.0. Furthermore, there are significant health disparities in the area. The County's 2019 Community Health Needs Assessment (CHNA) data indicate San Joaquin County has adult and youth obesity rates of 33% and 23%, respectively, compared to California's statewide rate of 27% and 20%, respectively.

Currently, Weber Avenue does not provide any bike lanes and much of its sidewalks are in extremely poor condition. Weber Avenue plays an integral role in linking Downtown Stockton's commercial hotspots and schools with surrounding residential neighborhoods. Along Weber Avenue, there is one high school, a K-8 public charter school, and one continuation high school.

California Healthy Places Index indicates the City of Stockton ranks at the 8th percentile when it comes to household access to a vehicle (see attached HPI map in additional attachment section). In the census tracts directly surrounding the project area, automobile access ranges from 42% to 84%, far below the State rate of 93%.

Greater Downtown Stockton features a mix of commercial and high-density residential space in a compact area. This mix of uses can be accessed by foot and bicycle, as much of the high-density housing in the area is within one mile of Weber Avenue.

Community workshops held in 2018 during development of the Greater Downtown Active Transportation Plan accumulated 168 submissions from the public. Results indicated that 44% of participants felt unsafe walk in Greater Downtown, either due to traffic volumes



and speed or non-transportation reasons. Many comments identified poor sidewalk condition as a barrier to walking Downtown.

Participants also indicated the three greatest barriers to bicycling in Greater Downtown are feeling unsafe due to traffic volume/ speeds, dangerous debris in the roadway, and limited bike parking. This project addresses these barriers by providing 1.7 miles of Class IV protected bikeways, curb bulbouts at most intersections, bike racks, enhanced crosswalk marking and signage, reconstruction of sidewalks and beautification to target non-transportation barriers.

The infrastructure provided by this project offers these disadvantaged residents the option to choose active transportation and adopt a healthier lifestyle. For those households with vehicle access, too often, people choose to take cars to nearby locations that could easily be accessed by bike or foot. The bike and pedestrian facilities provided by this project will help surrounding disadvantaged residents choose active transportation to access nearby vital Downtown locations, like the Altamont Corridor Express (ACE) Train Station, Downtown Transit Center, ATWORK Job Center, education centers, and event centers.

The Downtown Stockton Weber Avenue Bike – Ped Connectivity Project will lay the foundation for a viable bike and pedestrian network that people will choose to use. The Greater Downtown Stockton Active Transportation Plan maps out this network and has already constructed or begun design for several bikeways (mostly Class IV lanes) that intersect Weber Ave (see attached Bike Network Gap Map in response 2B). These intersecting bikeways connect residential and commercial areas in the north and south of Greater Downtown, but as the most integral road in Downtown. This project provides crucial bike infrastructure linking facilities in east and west Greater Downtown.

This proposed bikeway increases connectivity between Downtown retail locations and surrounding residential neighborhoods, bringing jobs and housing closer together and accessible through non-motorized modes of transportation. A key destination made accessible by this project is the ACE Train Station, a commuter rail service that links Stockton and San Jose.

This connection to ACE further broadens the range of places made accessible by this project. Residents will have the option to choose active transportation to get to the train station, store their bike on the train, then finish their longer commute to San Jose or any stop along the way. The Downtown Transit Center, located on Weber Ave in the center of the project, also widens the range of destinations made accessible without driving, including Sacramento, Dublin BART Station, Livermore, and other local and county-wide locations.

It should be noted that different types of bikeways feel more or less comfortable depending on the individual cyclist's confidence and experience. That is why the Downtown Stockton Weber Avenue Bike – Ped Connectivity Project provides nearly two miles of Class IV bikeway protected by a five-foot-wide buffer, and reconstructed sidewalks with upgraded ADA ramps for all bicyclists and pedestrians to travel along Weber Avenue, a key corridor in Downtown. Both veteran and prospective bicyclists will feel safer traveling along this busy road. Additionally, updated and attractive bicycle and pedestrian infrastructure will capture the attention of residents and encourage them to choose this more affordable and active mode of transportation.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap?

Yes No

No. of gaps: 1 Total length of gap(s) (feet): 8,900

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

a. Must provide a map of each gap closure identifying gap and connections.

NQ2B Greater Downtown Stockton Biking Network Gap.pdf.pdf

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, 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.* (Max of 150 Words)

Words Remaining: 2

The entire length of the project will fill a gap in the bicycle network as well as a few small gaps in pedestrian infrastructure (sidewalks) along Weber Avenue, linking east and west Downtown Stockton. This link will allow thousands of disadvantaged residents to bike or walk from high-density housing to the Downtown Transit Center and ACE Train Station. These residents will also be more connected to vital Downtown destinations like Senior Employment Services, Eckerd Connects Career Center, ATWORK Job Center, Salvation Army, Stockton Collegiate International School, Weber Institute of Applied Sciences & Technology, Stockton Alternative High School, Team Charter School, Bradford College of Nursing, De Brabander California College of Nursing, one TLC School for Homeless Children, Stockton Pre-School, Jane Frederick Continuation High School, and HATCH non-profit workshop. Other community identified destinations include several government offices, the new City Hall, San Joaquin County Law Library, Children's Museum, and retail spaces.

2. Creates new routes?

Yes No



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.

- a. Must provide a map of the new route location.

NQ2B New Route Location Map.pdf

- b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 25

The entire Weber Avenue corridor does not offer any bicycle facilities, apart from minimal bike racks at some of the government buildings, forcing bicyclists to share the vehicle travel lane without any signage. As demonstrated by the County/City Heat Map, this lane sharing paired with high traffic volume and speeds has resulted in Weber Avenue being a hotspot for collisions involving pedestrians and bicyclists. In addition, large sections of sidewalk (between Lincoln Street and Van Buren Street, and between UPRR and Wilson Way) are either in poor condition or non-existent, inhibiting access for people who are older or have disabilities. These conditions make residents feel unsafe using modes of active transportation, as indicated by community feedback, making Weber Avenue virtually inaccessible to bicyclists and pedestrians.

- c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, 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 destination must be identified. (Max of 150 Words)

Words Remaining: 13

By filling in this active transportation gap on the main Downtown corridor, this project creates a new route for disadvantaged residents in and around the Greater Downtown area to safely access vital destinations by bike or foot. These destinations include the Downtown Transit Center, ACE Train Station, the Weber Institute and other schools, the Children's Museum, several government buildings, including City Hall, San Joaquin County Superior Court, Recorder – Clerk Office, Department of Child Support Services, USPS, the police department, California Labor Commissioner's Office, and State Division of Worker's Compensation, Salvation Army, Grand View Village affordable housing and Silvercrest low income senior housing, the HUB non-profit bike shop, HATCH non-profit workshop, and several events centers and theaters, like the Bob Hope Theater. The proposed project will link adjacent high-density residential areas with all of these facilities.

3. Removes barrier to mobility? Yes No

- a. Type of barrier: Safety

- b. Must provide a map identifying the barrier location and improvement.

NQ2B Barrier to Mobility Location Map.pdf

- c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 8

Disadvantaged residents are unable to access vital Downtown locations due to unsafe conditions or lack of sidewalk. A primary reason Weber Avenue is considered unsafe (as indicated by public feedback) is the lack of bicycle and pedestrian facilities. TIMS data revealed that 32 accidents involving bicyclists and pedestrians occurred within project limits from 2016-2020. This project will provide bike lanes with a raised 5-ft wide barrier separating bicyclists from traffic, curb bulbouts with ADA ramps at nine intersections, 3,500-LF of new or reconstructed sidewalks, and an offset median crosswalk with a Rapid Rectangular Flashing Beacon (RRFB). These elements will ensure bicyclists no longer have to share the road with vehicles without separation or signage, pedestrians of all abilities will be able to safely utilize sidewalks along the entire corridor, pedestrians will be more visible to drivers and vehicles more visible to pedestrians.

- d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, 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 destination must be identified. (Max of 150 Words)

Words Remaining: 1

Currently, Weber Avenue is too unsafe to be a suitable route for bicyclists and pedestrians to travel between east and west Downtown Stockton. However, the removal of these barriers will transform this primary corridor into a safe active transportation route suitable for residents of all abilities. This route will provide the residents of this disadvantaged community with the option to bike or walk to destinations like Senior Employment Services, Salvation Army, Downtown Transit Center, ACE Train Station, the HUB non-profit bike shop, HATCH non-profit workshop, City Hall, County Department of Child Support Services, Children's Museum, Weber Institute of Applied Sciences and Technology, Team Charter School, one.TLC School for Homeless Children, Spanos Elementary School, Pittman Charter School, and Stribley Community Center. The proposed project will link adjacent high-density residential areas and affordable housing, like Filipino Plaza, Grand View Village, and Silvercrest low income senior housing, with all of these facilities.

4. Other improvements to existing routes? Yes No

- a. Must provide a map of the new improvement location.



NQ2B Improvements Location Map.pdf

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 1

This project also includes the addition of wayfinding signs, 24 sidewalk benches, 14 trash receptacles, a bicycle video detection system, nearly 300 trees, bike racks and bike lockers to accommodate an additional 100 bikes, and it opens the opportunity to explore public art installations, such as sidewalk surface art, wall murals, utility box wraps and standing sculptures featuring artwork from local artists, children and organizations. The new class IV bike lane will be a critically important addition to current and future students of all ages through the university level. This arterial connection will serve as a primary connection point where students can get to public transport as a part of their daily commute to school. Young disadvantaged students will be key beneficiary of this active transportation route through the heart of Stockton. Students have stated that a barrier to more active transport is a lack of safe bike ways.

c. Describe how the project links or connects, or encourages use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, 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.* (Max of 150 Words)

Words Remaining: 19

Wayfinding signs and a bicycle video detection system will contribute to a more comfortable experience for bicyclists, as they will be detectable by street signals and destinations will be easier to locate. And the other features will create an attractive and inviting corridor that will encourage Stockton's disadvantaged residents to choose active transportation when traveling Downtown to a transit hotspot, like the ACE Train Station or Downtown Transit Center, or other vital destination, such as Eckerd Connects Career Center, Salvation Army, USPS, Stockton Collegiate International School, Stockton Alternative High School, Bradford College of Nursing, Stockton Pre-School, Jane Frederick Continuation High School, HATCH non-profit workshop, the HUB non-profit bike shop, Bob Hope Theater, Stribley Community Center, City Hall, the San Joaquin County Superior Court, Department of Child Support Services and Recorder-Clerk Office.

5. Implements a non-infrastructure program?

Yes No



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. (0-20 POINTS)

A. Describe the project location’s history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 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.

NQ3A Collision Summary Report.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	16	16	32	6.4
Total	16	16	32	6.4



- 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: **3**

As shown in the attached collision summary report, there have been 32 pedestrian and bicyclist-involved collisions within the project limits between 2016 and 2020. This resulted in 33 total injuries: 13 complaints of pain, 18 other visible injuries, and 2 severe injuries. While there have been no fatalities, this corridor clearly presents a significant safety concern. The City of Stockton is committed to being proactive when it comes to transportation safety for the community. This means taking a safe systems approach to transportation planning and identifying/addressing insufficiencies before (rather than after) they result in serious injuries or death.

When viewing the larger County/City Heat Map, the project location is centrally located in the area with the most hot spots. The Weber Avenue corridor is a major priority for the City of Stockton when it comes to addressing transportation safety issues (particularly bicyclist and pedestrian safety issues).

For eight out of the 16 recorded bicycle collisions, the bicyclist is listed as "at fault." Three out of those eight collisions had a PCF of "wrong side of road." Rather than blaming these collisions on the judgment of the bicyclists, the City sees this as a strong indicator that the lack of bike infrastructure is leaving bicyclists without a clear and dedicated space on the roadways, forcing bicyclists into risky scenarios that endanger themselves as well as other roadway users. The proposed safety improvements will provide a direct countermeasure for these types of collisions by providing a dedicated separated bike lane. Bike lanes will be clearly marked so that there is no confusion amongst bicyclists on where they should be riding (or where they feel safe enough to ride). The raised buffer will physically separate bicyclists from motorists, minimizing potential conflict areas. Additionally, video bicycle detection will be implemented at all intersections along the corridor, interconnected with traffic signals.

Community outreach completed for the city's Greater Downtown Active Transportation Plan, residents were asked about barriers in the downtown. About 65% of respondents selected answers about either the routes feeling unsafe or the poor physical condition of the roadways. The most selected answer was "routes feel unsafe due to traffic volume/speeds." A newly constructed Class IV bike lane should address both safety and roadway condition concerns, eliminating substantial barriers to bicycling in Downtown Stockton. When residents were asked what facilities they would like to see more of in Downtown Stockton to improve bicycle safety, the two most selected answers were "bike-friendly neighborhood streets" and "protected Class IV bike lanes. The proposed project is a direct response to resident requests to transform the Weber Avenue corridor into a place where bicyclists can feel comfortable regardless of age, ability, or risk aversion.

The most frequent PCF for pedestrian collisions on Weber Avenue is "pedestrian right of way," accounting for six out of 16 collisions. The second most frequent PCF is "pedestrian violation," accounting for five out of 16 collisions. A majority of the pedestrian collisions occurred at intersections. Fourteen out of 16 collisions occurred at or within 10 feet of an intersection. While pedestrian collisions have occurred throughout the Weber Avenue corridor, it's clear that the intersection of El Dorado Street is a hot spot (5 out of 16 collisions occurred there). The proposed pedestrian improvements will help improve pedestrian access, visibility, comfort, and safety. One proposed pedestrian safety countermeasure is the installation of bulb outs (curb extensions) at nine different intersections along the Weber Avenue corridor, including the hot spot at the intersection of Weber Avenue and El Dorado Street. Current crosswalks along Weber Avenue are as wide as 85 feet, without medians. With such wide crosswalks, pedestrians risk getting stuck in a crosswalk as the signal changes. This poses a threat to pedestrians who are seniors or those who require mobility assistance. Additionally, pedestrians are less visible to oncoming motorists when the lanes are so wide, and crosswalks are so long. Bulb outs decrease the overall width of the roadway and increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance.

Another proposed pedestrian safety countermeasure is the new construction and reconstruction of sidewalks. The east end of the project, from the railroad crossing to the project limits, has inconsistent sidewalks that are in very poor condition. To make this segment accessible to all pedestrians, it's imperative that damaged sidewalks be replaced and sidewalk gaps filled. In addition to filling gaps and replacing damaged sidewalk, the width of the sidewalk will be enlarged from 5 feet to 8 feet. Another section of sidewalk from Lincoln Street to Van Buren Street will be replaced as it is currently asphalt.

A third proposed pedestrian safety countermeasure is the installation of a staggered offset crosswalk (or Z-crossing) at Hunter Street. The intersection of Hunter Street at Weber Avenue is a T-intersection and has been the site of two pedestrian collisions. Staggered crosswalks are treatments in which the crosswalk is split by a median and is offset on either side of the median. This configuration forces pedestrians to turn in the median and face oncoming traffic before turning again to cross the second half of the crosswalk. This configuration is meant to make pedestrians more aware of oncoming traffic in each direction. This crosswalk will also be enhanced



with the installation of an RRFB, which will make motorists more aware of pedestrians crossing or waiting to cross.

B. Safety Countermeasures (10 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.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? [X] Yes [] No

a. Current speed and/or volume: (Max of 200 Words) Words Remaining: 134

On Weber Avenue the posted speed limit is 30-mph. The average daily volume of vehicles was 3,317 at that time during a 2020 traffic study. Fifteen percent of the drivers in the study exceeded the 30-mph limit. The current number of lanes for vehicle traffic make higher rates of speed more comfortable for drivers, and the two lanes are ample for the current volume of traffic.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) Words Remaining: 84

After the 2020 traffic study, the final determination was that a 30 mph speed limit was appropriate for the area. The actual average speed on Weber Avenue after the Class IV Bike lane is constructed will likely be reduced for several reasons. There will be medians constructed, which will naturally cause drivers to slow down to navigate next to the barriers. The road surface will be reduced in several areas, which will also force drivers to drive more slowly to keep a safe distance between other traffic and parked cars. Traffic signals will be upgraded to provide more accommodation to bicyclists and pedestrians and this will have an attenuating affect on traffic flow down Weber Avenue.

2. Improves sight distance and visibility between motorized and non-motorized users? [X] Yes [] No

a. Current sight distance and/or visibility issue: (Max of 200 Words) Words Remaining: 142

There are currently several sight-distance and visibility issues on the Weber Avenue corridor. One of these issues is the visibility of pedestrians waiting to cross the street. Current crosswalks are as wide as 85' feet, without medians. With such wide vehicle travel lanes, motorists are less likely to see pedestrians waiting or beginning to cross in the crosswalk.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) Words Remaining: 136

One countermeasure for this are bulb outs (or curb extensions). Bulb outs decrease the overall width of the roadway and increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance. The installation of an RRFB at Hunter Street will also improve visibility by giving motorists a visual queue that pedestrians will be crossing at the crosswalk.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? [X] Yes [] No

a. Current conflict point description: (Max of 200 Words) Words Remaining: 127

The primary point of conflict for cyclists and motorists on Weber Avenue is the need for the two to share the roadway. There are too few safety features in place for bicyclists to feel comfortable with weaving in and out of the normal traffic pattern. Most of the signals and road lanes are catered to motorized traffic, and even the most seasoned bicyclists struggle to be seen and navigate through intersections without stress.

b. Improvement that addresses conflict point: (Max of 200 Words) Words Remaining: 125

The proposed project will eliminate many potential conflict points between motorized and non-motorized users. First, the development of Class IV bike lanes will eliminate any potential mid-block conflict points by creating a physical barrier between motorists and bicyclists. This also creates additional buffers for pedestrians, further separating them from vehicular traffic. The use of video bicycle detection systems will further decrease potential conflict areas by signaling cross traffic to stop as bicyclists approach the intersection.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? [X] Yes [] No

a. Which Law: Speeding

b. How will the project improve compliance: (Max of 200 Words) Words Remaining: 102

The proposed project will improve compliance with local traffic laws for both motorized and non-motorized users. For motorists, the proposed project will reduce speeding by narrowing vehicle travel lanes and reducing the number of lanes. The project will also improve visibility of pedestrians at crosswalks, making motorists more likely to see pedestrians and stop for them. For bicyclists, the proposed project will provide dedicated bike lanes that clearly indicate where bicyclists belong on the roadway. This will eliminate a number of common bicyclist violations, such as riding on the wrong side of the road, or unsafe lane changes.

5. Addresses inadequate vehicular traffic control devices? [X] Yes [] No

a. List traffic controls that are inadequate: (Max of 200 Words) Words Remaining: 169

The current signals are inadequate because they lack features that would detect cyclists or pedestrians. In turn, they are incapable



to providing automated sensing to trigger the traffic signals for motorists.

b. How are they inadequate? (Max of 200 Words) **Words Remaining: 143**

The significant inadequacy of the current signal is that cyclists aren't acknowledged automatically. Persons riding a bicycle would need to dismount their bike or ride up against the pole to manually trigger a signal change, which is very cumbersome given the number of interchanges that a cyclist would need to cross along the length of Weber Avenue.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining: 141**

The video bicycle detection systems will account for bicyclists approaching the intersections, changing the signal timing to allow for bicyclists to safely cross the intersection without fear of oncoming cross traffic. Additionally, the placement of an RRFB at Hunter Street also addresses inadequate traffic control devices, as the current crosswalk and pedestrian crossing signs are frequently ignored by motorists.

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? Yes No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining: 163**

There are no existing bicycle facilities, meaning bicyclists are forced to choose between several unsafe riding locations (in the vehicle travel lane, on the wrong side of the road, in the parking lane, on the sidewalk, etc.).

b. How are they inadequate? (Max of 200 Words) **Words Remaining: 156**

The lack of existing infrastructure leaves bicyclists with nowhere to comfortably ride on Weber Avenue. Much of this section would not meet ADA standards. Gaps, cracks, and bumps make the sidewalks in this section inadequate for many pedestrians, especially those with mobility assistance devices.

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:**

The proposed project will install Class IV bike lanes on Weber Avenue throughout the length of the project area. This will not only clearly direct bicyclists to their dedicated space on the roadway, but also provide them with an additional physical buffer between the bike lane and vehicular traffic. The existing crosswalks are also inadequate and unsafe. Given the shear length of the crosswalks, they force pedestrians to be vulnerable in the crosswalk for a longer period of time, increasing risk of potential conflict with motorists. Installing bulb outs at intersection crosswalks will not only shorten the distance for pedestrians to cross, but also make them more visible to approaching motorists by bring them closer to the vehicle travel lane. Bulb outs will be attached to the bike lane buffers, serving as an island between the bike lane and the vehicle travel lanes. The existing sidewalks are extremely inadequate in certain locations throughout the project area. Sidewalks are missing in certain places along the east end of the project area and in the spots where they exist, they are in very poor condition.

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? Yes No

a. List of behaviors: (Max of 200 Words) **Words Remaining: 153**

The proposed project will eliminate or reduce behaviors that lead to collisions involving both pedestrians and bicyclists. For bicyclists, the project will eliminate behaviors such as riding on the wrong side of the road or the sidewalk. Such behaviors create a dangerous environment for all roadway users.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining: 77**

With the implementation of the proposed project, bicyclists will have a dedicated roadway space that will not have to be shared with motorists or pedestrians, which should lead to the elimination of these behaviors. For pedestrian-involved collisions, the implementation of bulb outs should reduce behaviors that lead to collisions by both motorists and pedestrians. Pedestrians will not be in a rush to cross an excessively long crosswalk and motorists will be traveling more slowly due to narrow lane widths while also having a clearer view of pedestrians waiting to cross. Additionally, the construction of Class IV bike lanes will serve as an additional barrier beside the sidewalk to discourage pedestrians from mid-block jaywalking, another behavior that could lead to collisions and potential injuries.



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 future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)

Words Remaining: 12

In 2017, the City of Stockton received funding to develop a Greater Downtown Active Transportation Plan (GDATP). This ATP plan builds on previous planning efforts such as the bicycle network established with the 2017 Bicycle Master Plan and the 2017 Stockton Safe Routes to School Plan. In addition, the 2016 Envision Stock 2040 General Plan includes a chapter on Transportation and Circulation which places a strong focus on active transportation projects, future transit corridors, barriers and gaps in the bicycle network, and infill development areas. The 2014 Climate Action Plan set a goal for Stockton to reduce GHG emissions by 10% from 2005 levels. The initiatives in this document goals for transit system improvements, reducing barriers to walk and biking, creating a Safe Routes to School program and travel demand management programs for large employers to help their staff find other commute options versus driving alone.

A demand analysis was conducted in the Downtown area that examined places that attract the most people such as employment, retail, education, entertainment, and recreation destinations. The city completed an Infill Opportunities Report in 2016 which was prepared as part of the process to update the City of Stockton General Plan. Weber Avenue falls under Opportunity Area #22 which encompasses the entire project limits of this proposed project. The report states there are 10 separate city-owned properties, 100 surface parking lots, and approximately six acres of vacant land in this opportunity area. The buildout estimates assume some industrial sites are rezoned to commercial and some residential sites are rezoned to office. Some parking lots and city-owned properties in industrial zones are proposed for commercial-general or commercial-downtown. These areas could provide opportunities for mixed-use development, including multi-family units in the Downtown area. The planned uses in this Opportunity Area would require changing the General Plan land use designation and zoning districts. These uses do not conflict with the Housing Element.

The City's 2015-2023 Housing Element Policy Document features goals and policies that align with the future needs of users living in Stockton. The Housing Element Policy Document include several objectives that complement proposed project. For example, one of the objectives is "Infrastructure Public Facilities to Support Residential Development" and "Improve the Downtown Image". These two objectives in the Housing Element serve as another justification for the pedestrian and bicycle improvements along Weber Avenue.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. 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. (3 points max) (Max of 600 words)

Words Remaining: 6

The GDATP was finalized and approved in 2020. To develop the GDATP, the City embarked on a comprehensive 12-month public outreach program that started in 2018 which focused on collaborating with community-based organizations, landowners, schools, and the community at-large. There were interviews with underrepresented groups, group meetings with key community stakeholders, two pop-up workshops, virtual workshop, and community open house. The pop-up workshops gathered information regarding experiences on walking and biking in Downtown Stockton. The stakeholder representative group meetings included business groups and community organizations to provide feedback and guidance for the plan. The City sent more than 300 emails to a variety of stakeholders to notify them of the meetings. The entire process was documented through multiple reports and summaries that are available on a dedicated Active Transportation Plan webpage which can be accessed at (http://www.stocktonca.gov/government/departments/publicWorks/projATP.html). The outreach for this plan took place before the declaration of the COVID-19 pandemic, thus, there were no challenges to gather community input during this period.

Small group interviews took place with seven community-based organizations (CBO) that serve Stockton's ethnically diverse communities. CBO's that were part of the small group interviews process included representation of multiple cultural groups that promote awareness, historical preservation, and cultural appreciation by providing a variety of community services such as medical transportation that take residents to their medical appointments; employment and health services for youth, families, and senior citizens; ESL courses, social services and affordable housing for low-income families; healthcare, food distribution, and coordinating annual cultural events for the Stockton community. Comments included concerns about safety and increasing more visibility in the Downtown area to attract more people after hours and weekends.

A three-week virtual community workshop was held from November 28 to December 19, 2018, to obtain input from community members regarding their experience walking and/or biking in Downtown Stockton. The virtual workshop received 168 submissions which included 12 questions focused on the following topics: where and why community members walk/bike in Downtown, physical barriers, challenges



community members face while walking or biking in Downtown, feelings of being uncomfortable while in Downtown, and types of amenities they would like to see in Downtown. Findings from the workshop included a preference to riding a bicycle for exercise purposes and environmental reasons. Barriers identified include feeling unsafe due to traffic volume/speeds and limited bicycle parking. Findings for people who walk include walking for exercise purposes and convenience. Barriers for walkers include feeling unsafe due to non-transportation reasons and feeling unsafe due to traffic volumes and speeds.

On July 31, 20218, the City held its second Stakeholder Representative Group meeting to discuss the GDATP. Various stakeholders representing state and county government agencies, local elementary school, and multiple community-based organizations attended the meeting. Several of the community-based organizations in attendance serve the city’s disadvantaged communities. Those agencies in attendance were Catholic Charities Diocese of Stockton, St. Mary’s Dining Room, Community Center for the Blind and Visually Impaired, Disability Resources Agency for Independent Living, and Asian Pacific Self Development and Residential Association. At this meeting, participants engaged in a live polling exercise that consisted of four questions.

This project incorporates findings from the GDATP into the overall design through incorporating a Class IV bikeway, 26 bulbouts at various intersections, bike racks and lockers, RRFB signal, off-set median crosswalk at Hunter Street/Weber Avenue intersection, and wider sidewalks along segments of Weber Avenue. The potential for Weber Avenue to become a pedestrian and bike friendly area can be summed up by one participant comment, “Downtown Stockton has the potential to have a great walking and biking experience.”

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 400 words) **Words Remaining:** 59

The Greater Downtown Active Transportation Plan (GDATP) encompasses an area greater than the Weber Avenue project limits, however, there was significant feedback pertaining to active transportation needs along Weber Avenue. Community feedback included Weber Avenue becoming a priority to be part of the proposed bicycle network. Participants identified barriers to walking and bicycling that included high speed limits, poor sidewalk conditions, lack of ADA curb ramps at intersections, and difficult to cross intersections. Comments regarding the conditions of the area “there are many cracked and damaged sidewalks that create trip hazards” and “I would like separated bike lanes.” In addition to participant comments, respondents were asked to complete a questionnaire which asked what type of amenities they would like to see more of in Downtown Stockton to improving bicycling and walking conditions. For walking conditions, the highest responses were for wider sidewalks (14%), curb extensions/bulbouts (13%), pedestrian crossing refuge medians (12%), and rectangular flashing beacon crossings (12%). For bicycling, participants want protected Class IV bike lanes, (15%), secure bike parking (14%), and wayfinding signage (10%).

Out of the collection of stakeholder meetings, virtual workshops, and pop-up events, the outcome of the community outreach resulted in recommendations that included roundabouts, curb ramps, bulbouts on bike boulevards, wayfinding signage, and additional bicycle facilities Downtown. Participants also emphasized a need for bike parking Downtown and parking-protected bike lanes along the Downtown area as an alternative to removing coveted parking spaces. Although it may have been easier to removing parking spaces in the Downtown Area, the City recognizes parking is just as important as creating a bicycle and pedestrian environment. Community participants recognize a balance can be made by offering options to incorporate all three features in the Downtown area.

Participants also requested pedestrian infrastructure improvements that create a pleasing walking experience. The widened sidewalks and closing sidewalk gaps are elements requested by the community. Overall, the selected elements proposed for this project emerged from the 12-month community engagement process for the GDATP and those features were incorporated into the final design of this project.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words) **Words Remaining:** 171

In addition to community feedback for GDATP conducted in 2018, the City recently met with Catholic Charities of the Diocese of Stockton to discuss this ATP project application. Catholic Charities had previously been engaged in the development of the GDATP. This chapter of Catholic Charities provides advocacy and social services to poor and vulnerable populations in the Stockton area. As a result of the conversation, Catholic Charities stated they support the project, however, they indicated this project could be an opportunity to incorporate a public art component that would complement the pedestrian and bicycle improvements. The proposed and optional public art element includes collaborating with the Stockton Arts Commission to implement one or more the following features: utility box wraps, sidewalk surface art, wall art and/or public art sculptures to be located along the Class IV bikeway. If the City decides to move forward with the public art component, the kick-off of the public art element could coincide with the proposed active transportation project which would be used to engage and update the public during the final design and construction process.

Should the public art component of this project not move forward, the City will continue to engage the community at-large through updates on the city’s website, announcements through city publications, meetings with various stakeholders, and additional notifications to ensure the entire area impacted by the project are involved.

**E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)**

(Max of 300 words)

Words Remaining: **48**

The Greater Downtown Stockton Active Transportation Plan is focused on an area of about 4.25 square miles centered on Stockton's central business district. In addition to the businesses and civic institutions of Downtown, the study area includes residential neighborhoods, industrial areas, schools, and major destinations such as the Stockton Arena and Ballpark, Weber Point Events Center, Bob Hope Theater, and CSU Stanislaus State's Stockton campus. Key education, healthcare, and shopping destinations are located immediately outside the study area as well. The GDATP plan provides an actionable vision for a comprehensive active transportation network that:

- Advances previous planning efforts
- Provides a safer and friendlier environment for people walking, rolling, using mobility assistance, biking, and accessing transit
- Carefully balances all travel needs while moving more people in the existing roadway space
- Enhances public health and livability
- Improves air quality
- Assists with revitalization of Greater Downtown Stockton

The Plan recommends a slate of short- and long-term projects, programs, and policies; presents cost estimates and funding strategies to implement these recommendations; and provides detailed project concepts suitable for pursuing grants for design and construction.

Although the proposed Weber Avenue project is not specifically stated in the GDATP, all of the proposed project design elements were taken from feedback provided by the community. The City engaged in a 12-month community engagement process which was documented by multiple summaries and detailed heavily in the GDATP. This project will benefit disadvantaged residents who live in the area where this project will be constructed.

Attach the applicable plan page with the project highlight:

NQ4E ATP Attachment With Weber Ave Highlight.pdf

Attach any applicable Public Participation & Planning documents:

NQ4E Public Participation and Planning Documents.pdf



Part B: Narrative Questions

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 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: 9

The proposed plan includes the addition of the two Class IV bike lanes, street trees for shade, medians for planting trees, and upgrades to the existing 5'-foot-wide sidewalks. The overall decrease in pedestrian crossing distances and area of asphalt will improve safety and reduce annual road surface maintenance costs for the City.

In January 2020, a traffic study was conducted on Weber Avenue from Stanislaus Street to Wilson Way. The study covered 0.58 miles of Weber Avenue where the posted speed limit is 30-mph. The average daily volume of vehicles was 3,317 at that time. Fifteen percent of the drivers in the study exceeded the 30-mph limit. This area of Stockton contains key points of interest including several schools, museums, shopping, and public transportation hubs. Weber Avenue is a significant thoroughfare in Stockton and the 30-mph speed limit was deemed appropriate for the area in the 2020 traffic study. However, 30-plus mph traffic is too fast for comfortable shared bike and vehicle traffic travel. Extensive community outreach has been conducted to identify the areas of greatest need. Level of traffic stress (LTS) has been studied as a primary consideration through this process. The range of stress levels in the survey is from 1 (Lowest) to 4 (highest). For Weber Avenue, the stress level reported was 4 indicating the current biking environment deters cyclists. A substantial percentage of potential riders are therefore too fearful to attempt biking along the Weber Avenue corridor. Currently, the estimate of bicycle commuters is 0.6%, but bicycle traffic collisions account for a disproportionate 12% of accidents in Stockton. This statistic suggests a realistic threat to Stockton bicyclists, which creates a perceived safety concern when riding along Weber Avenue. If built, this project will satisfy requests from the community to build a separate bikeway that produces a less stressful biking experience.

The best approach to integrate safe and low-stress biking/walkways is construction of a Class IV bikeway, shade trees, and shorter pedestrian crossing distances. A Class IV bikeway will create a buffer between vehicles and bicyclists without impeding the flow of traffic on Weber Avenue. The planned Class IV bikeway will be on each side of the street and will be about 6'-feet wide. This design will ensure continuity for bicyclists traveling along Weber Avenue, and it will also eliminate motorized and non-motorized vehicle conflicts in the roadway. The existing sidewalk will remain in place and will vary from 10' feet to 15' feet wide in the central downtown area and will narrow to 8' feet wide or less to the west and east of downtown. Between the street and bike lane there will be a varying three-foot to six-foot-wide raised island barrier to separate motorized and non-motorized traffic. In addition to the Class IV bikeway, bicycle video detection will be installed at the eight signalized intersections of Center Street, El Dorado Street, San Joaquin Street, Sutter Street, California Street, American Street, Stanislaus Street and Airport Way.

The 2017 Bike Master Plan indicates 100,000 jobs are in the Stockton area, and the majority of those jobs were within the 2 mile radius from the center of the City. Stockton, and specifically areas near the Weber Avenue project location, are identified as a severely disadvantaged community in need of clean, green and safe spaces to enhance the health and vitality of the City. Of the total 1.7-mile length of this project, two tracts fall into 100th percentile in CalEnviroScreen 4.0 and one tract is in the 87th percentile. Thus, this project will benefit disadvantaged residents by creating bike-friendly infrastructure for the city's underprivileged members to travel to work and school.

In order for the full potential of the Bike Master Plan to be realized, the City needs to construct many miles of bikeways of various classes. Downtown Stockton combines of retail and administrative buildings, and schools and museums. Regional bus, train and airport transportation run along the Weber arterial route. Public engagement identified many comfort and safety concerns for cyclists and pedestrian in this section of Stockton. If built, this project will satisfy requests from the community to build a separate bikeway that produces a less stressful biking experience.



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: **186**

This project will adhere to the latest guidance posted by Caltrans in Design Information Bulletin 89-02. As such, the most innovative design approaches are considered and will be incorporated into the project where feasible. Some examples include the installation of a rapid flashing lighting beacon at the intersection with Hunter Street. This device will warn drivers with a high intensity flashing light when cyclists and pedestrians are present in the crossing. Another example of innovative design that will enhance safety and pedestrian awareness is the offset crosswalk feature at Hunter Street. These offsets require walkers to look in the direction of traffic before entering the crosswalk thereby ensuring they are aware of vehicles approaching the crosswalk. This design feature will mitigate the potential for collisions by increasing driver and pedestrian awareness .

This project will be on of the first Class IV bikeways in the Downtown Stockton area (see attached project maps). The addition of this bikeway is the beginning phase of what will be a very bicyclist-friendly city. The plans for more Class IV bikeways will connect all three Stockton districts and ensure students, commuters and leisure travelers will have a low stress experience as they travel by bike through the city. The project calls for a road diet on some sections of Weber Avenue while adding two dedicated Class IV bike lanes. For pedestrians, the project removes 30'-feet of unnecessary crossing distance on the eastern side of Weber Avenue near Airport Way and provides shade. Currently, pedestrians must walk 80'-feet to get from one side of the street to the other.

The addition of trees to sidewalks and new and existing medians will contribute to greenhouse gas reduction. The bikeways will be inviting to potential bicyclists and encourage the use of non-motorized modes of travel with their relaxed and low-stress surroundings. The added shade will also encourage healthy activities such as walking.

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: **498**

Not applicable

**Part B: Narrative Questions****Question #6****TRANSFORMATIVE PROJECTS (0-5 POINTS)**

- A. Describe how your project will transform the non-motorized environment.** Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: **132**

Housing development is a top priority for the City of Stockton. In 2018, the City adopted a comprehensive General Plan update. The Envision Stockton 2040 General Plan is the tool to guide physical change for the next 25 years. The City also has a 2015-2023 Housing Element Policy Document that was adopted by the City Council on April 12, 2016 and certified by the California Department of Housing and Community Development on April 25, 2016.

The attached 2016 Housing Element Policy Document states the number of housing units that will be constructed, conserved, or rehabilitated, or the number of households the City expects to be developed will be based on available resources and general market conditions during the period covered in the Housing Element. The Housing Element highlights several goals and policies with subsections that further describe the target goal. Under Element 4.2 Goals and Policy-HE 1.4 Infrastructure and Public Facilities to Support Residential Development (document page number 4PD-2/pdf page 6), the policy states: "The City shall take into consideration where housing is planned or likely to be built when preparing plans for capital improvements to expand or improve infrastructure and public facilities that supports new residential development and ensure adequate services [Existing Policy]." The location of this proposed project is in the Downtown Neighborhood Area and will have a transformative impact on surrounding local businesses and residential areas. The Downtown Neighborhood Area is the traditional social, economic and cultural hub of the City. As the site of the city's earliest development, it contains significant numbers of historic buildings along with a traditional urban grid form and a waterfront along the San Joaquin River. According to the City, the Downtown area has experienced a half-century of decline corresponding to the preferred newer auto-oriented development to the north. The Downtown area remains the "heart and soul" of the city and its revitalization is critical.

The proposed Class IV bicycle lane will create the much-needed infrastructure to support non-motorized transportation through the Downtown Area and the outlying segments along Weber Avenue. Currently, there are no bike lanes on Weber Avenue and this project will have a transformative effect to a predominately disadvantaged community where none of this type of infrastructure exists. This project also responds to community input by requesting additional bike storage locations, which this project will expand. The addition of almost 300 trees along the entire stretch of Weber Avenue will also create a pedestrian friendly walking environment for those who walk for exercise or have no other means of transportation. The added trees also produce an environmental benefit by reducing GHG emissions. The proposed project elements along with the proposed safety and roadway improvements (sidewalk expansion, medians, bulbouts, closing sidewalk gap, RRFB signal) is a vital contributor towards the transformation that is needed in the Downtown Area.

In addition, the Housing Element contains a policy provision that states, "the City shall encourage higher-density residential uses and mixed-use development located near main transportation routes to offer an alternative means of transportation to employment center, schools, shopping, and recreational facilities and to promote walking and biking (HE-4.3 Transit Oriented Development, page 4PD-3/pdf page 7)." Since this project is located along Weber Avenue which traverses through the Downtown area of Stockton, this project will serve future higher-density residential and mixed-use development for the Downtown area. When public input was collected for this latest Housing Element, Provision HE-4.7 Improve the Downtown Image was based on public input. This section states, "the City shall strive to reshape the perception of Downtown Stockton as a livable city center (page 4PD-4/pdf page 8)." If built, the proposed project will enhance the perception that the Downtown Area is a bike and pedestrian friendly for residents.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.**

As you address this question consider items like the following:

- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:

- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or



- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

Words Remaining: **94**

(Max of 600 words)

As previously mentioned in the response above, the City is committed to seeking affordable housing development in Stockton. The City is making strides towards fulfilling its commitment to developing new housing as presented in the City’s Housing Element document.

On September 28, 2020, the City of Stockton was awarded nearly \$4.3 million in Homekey funding. The funding is being used to acquire, rehabilitate, operate the former Relax Inn Motel (1604 N. Wilson Way). The former hotel will be converted into a permanent supportive housing project for those experiencing homelessness. The City Council approved this project on August 11, 2020. The City partnered with Central Valley Low Income Housing Corporation and STAND to submit a joint application for Homekey funding. This new housing site is approximately 1.1 mile away from the eastern limits of the Downtown Stockton Weber Avenue Bicycle-Pedestrian Connectivity Project which will benefit people living at this housing site by providing connectivity to the proposed project site.

In 2021, the City of Stockton submitted the 2020-2024 Consolidated Plan and the fiscal year 2021 Annual Action to the Department of Housing and Urban Development (HUD) as a response to HUD’s allocation of nearly \$5 billion in American Rescue Plan Act funds to help communities around the nation create affordable housing and services for people experiencing or at-risk of experiencing homelessness, domestic violence victims, dating violence, sexual assault, stalking, or human trafficking. The City was allocated \$6.3 million in supplemental HOME-ARPA funds to assist individuals or households that are homeless or at-risk of homelessness or other vulnerable population in need of housing, rental assistance, supportive services, and non-congregate shelter. In accordance with HOME-ARPA guidelines, the City proposes that HOME-ARPA funds will support production or preservation of Affordable Housing focused on homeless housing activities and funded activities that are supported by the Homeless Needs Assessment.

The City is also currently in the process of updating the 2022-2023 Annual Action Plan. This plan outlines activities that will be undertaken during the program year beginning on July 1, 2022 to June 30, 2023. The plan describes how the City will address the proposed priority goals, activities, planned outcomes, and budget for the new fiscal year and the funding allocated to housing and community development projects. The Annual Action Plan for 2022-23 identifies various activities and projects that will be implemented and funded under federal programs such as CDBG, ESG, and HOME to meet the goals and objectives identified in the Five-Year Consolidated Plan (FY 2020-2025). The City anticipates allocation \$3.3 million in CDBG funding, \$1.7 million in HOME funding, and \$292,000 in ESG funding. The priorities in the Consolidated Plan are: 1) Housing services for the homeless; 2) Affordable housing; 3) Services for special needs; 4) Support economic development; and 5) Public Services. The proposed project will complement the city’s ongoing effort to house the homeless and provide affordable housing for the disadvantaged. The roadway infrastructure will be critical to supporting these individuals seeking medical services, employment or accessing educational opportunities that will spur growth for the City of Stockton.

NQ6B Stockton Housing Element Policy Document Adopted April 2016.pdf



Part B: Narrative Questions

Question #7

QUESTION #7

SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 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

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:

Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:

Leveraging Funding:

Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:

Leveraging Funding:

Designate the Funding Type: _____

Construction Phase Project Delivery Costs:

Leveraging Funding:

Designate the Funding Type: Local agency funds

Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding:

Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs:

Leveraging Funding:

% of Total Project

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

Leveraging Letter - Downtown Stockton Weber.pdf

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 #9

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:

CCC EMAIL Consultation for Downtown Stockton ATP Grant.pdf

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

LCC Email Correspondence.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: 94

Tree planting, debris removal, irrigation system

- 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 #10

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 - Engineer's Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Attachment C - Project Location Map.pdf	
Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects)	Attachment D
Attachment D - Project Site Plan & Cross Sections.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Attachment E - Photos of Existing Conditions.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Attachment-F-Project-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
Additional Attachment - Narrative Question 2A - HPI Map.pdf	