CITY OF SAN JOAQUIN

Mobility and Revitalization Plan

DRAFT

April 2012

Prepared by:
Local Government Commission
Opticos Design, Inc.
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Table of Contents

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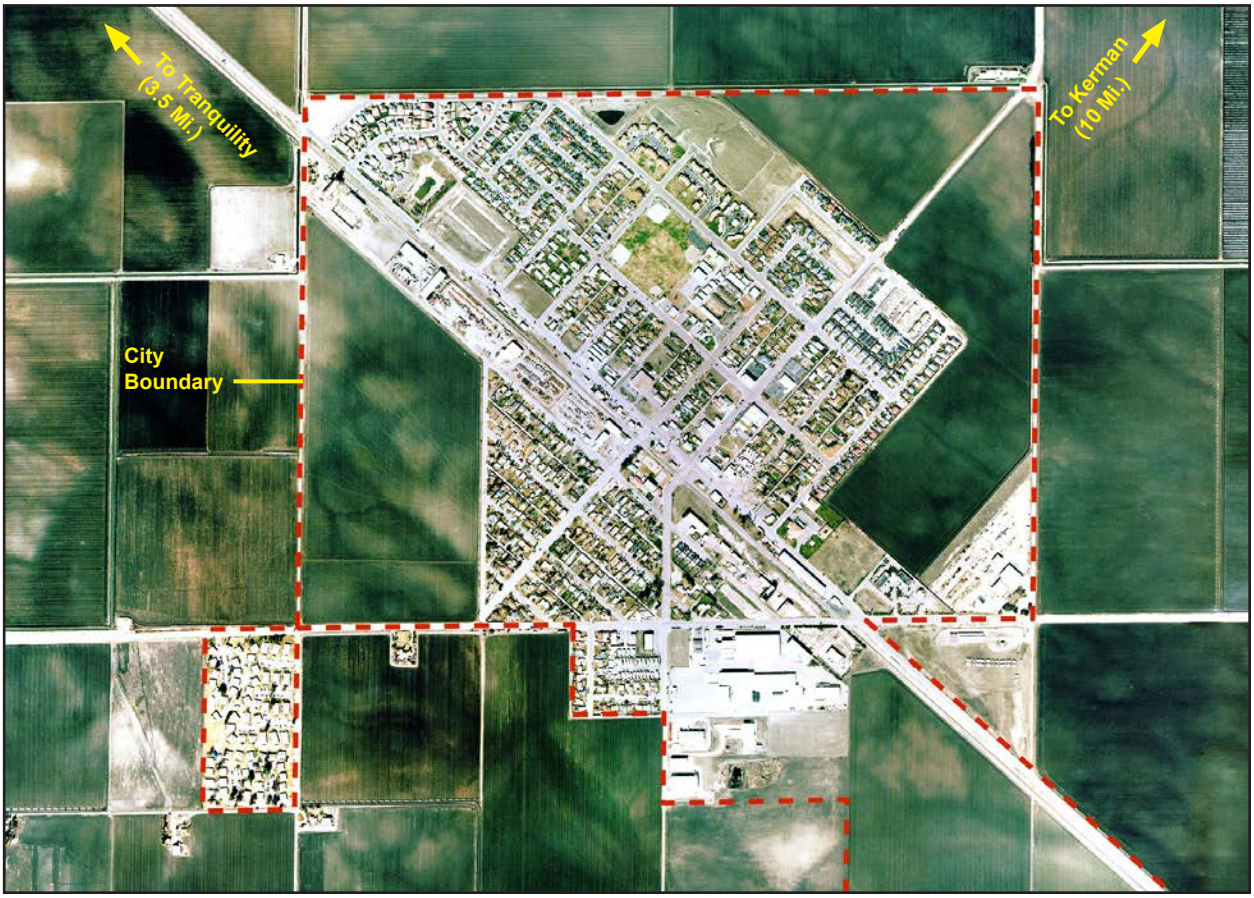
Chapter 1: Introduction



Overview

This document is the outcome of an intensive community-based planning process in San Joaquin, a rural town of approximately 4,000 residents in Fresno County, located approximately 30 miles southwest of the city of Fresno. The purpose of this plan is to improve safety and mobility choices for residents of all ages and abilities, facilitate and guide new investment in properties and infrastructure within the community, and provide concepts for future growth.

The planning effort and resulting document was made possible through a California Department of Transportation Environmental Justice Planning Grant received by the City in partnership with the Local Government Commission (LGC). The LGC is a Sacramento-based nonprofit organization that works with local governments and communities to build healthy, livable places. LGC assembled a multi-disciplinary professional team to develop the plan. The LGC facilitated the community engagement process and prepared the document. Opticos Design, Inc. (Berkeley, CA) provided community planning and design expertise, with traffic engineering support from Nelson\Nygaard Consulting Associates (San Francisco, CA).

Above, from top to bottom: *City staff, consultant, sheriff and Caltrans staff meet with design team; School and community representatives discuss goals and concerns for San Joaquin; Fifth grade students share and draw ideas on table maps.*

Community Engagement

A multi-day design process, known as a charrette, was conducted September 29 – September 30 and October 10 – October 13, 2011. City staff, school officials, agencies, community leaders and residents participated in a series of events to identify concerns, priorities and potential transportation improvements and neighborhood revitalization strategies.

Small group stakeholder meetings were held in September with agencies, City consultants, the Mayor and sheriff; San Joaquin Elementary School representatives and parent leaders; and two fifth grade classes for initial input regarding the challenges, aspirations and needs of the community. Members of the consultant team toured the city to document existing conditions, met with Promotores (community volunteers) and introduced themselves to community members outside the Thursday night weekly Feeding Kitchen at the Veterans Memorial Hall.

The City arranged for the consultant team to set up a work studio at the Veterans Memorial Hall October 10 – 13th. The team conducted an opening interactive workshop Tuesday, October 11th. It began with a walk of the downtown and elementary school area. Together, Spanish-speaking team members and residents observed streets and surroundings, noted problems and discussed potential solutions. A community meeting attended by approximately 25 adults and 25 children at the Veterans Memorial Hall followed the walk. Participants viewed a presentation in Spanish highlighting current conditions and basic principles for pedestrian and bicycle design, active public spaces and neighborhood vitality. Afterward they broke into small groups around aerial maps, marked key locations that need attention, and considered ideas for improvements. The workshop concluded with each group presenting and explaining their maps to all the participants.

In the days that followed, the consultant team processed the input, sketched and tested concepts for viability, and conducted field checks. Thursday evening, October 13th,

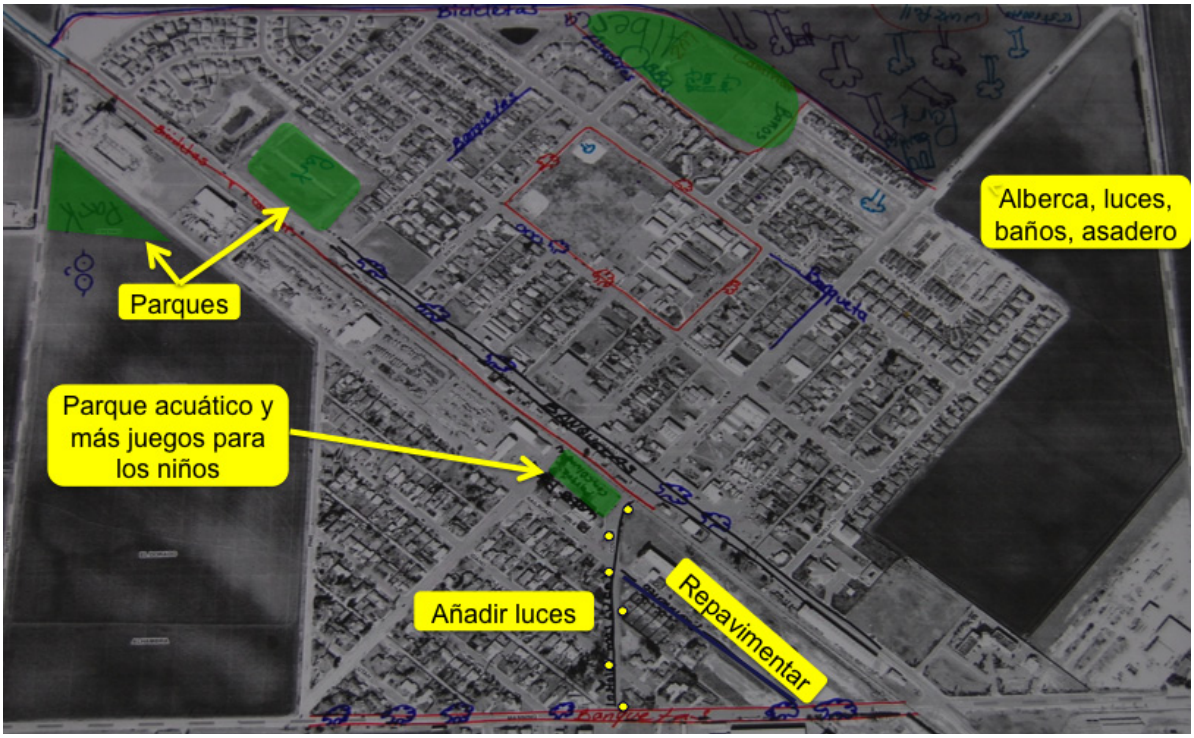
Above, from top to bottom: *Workshop participants develop ideas around table maps and present results.*

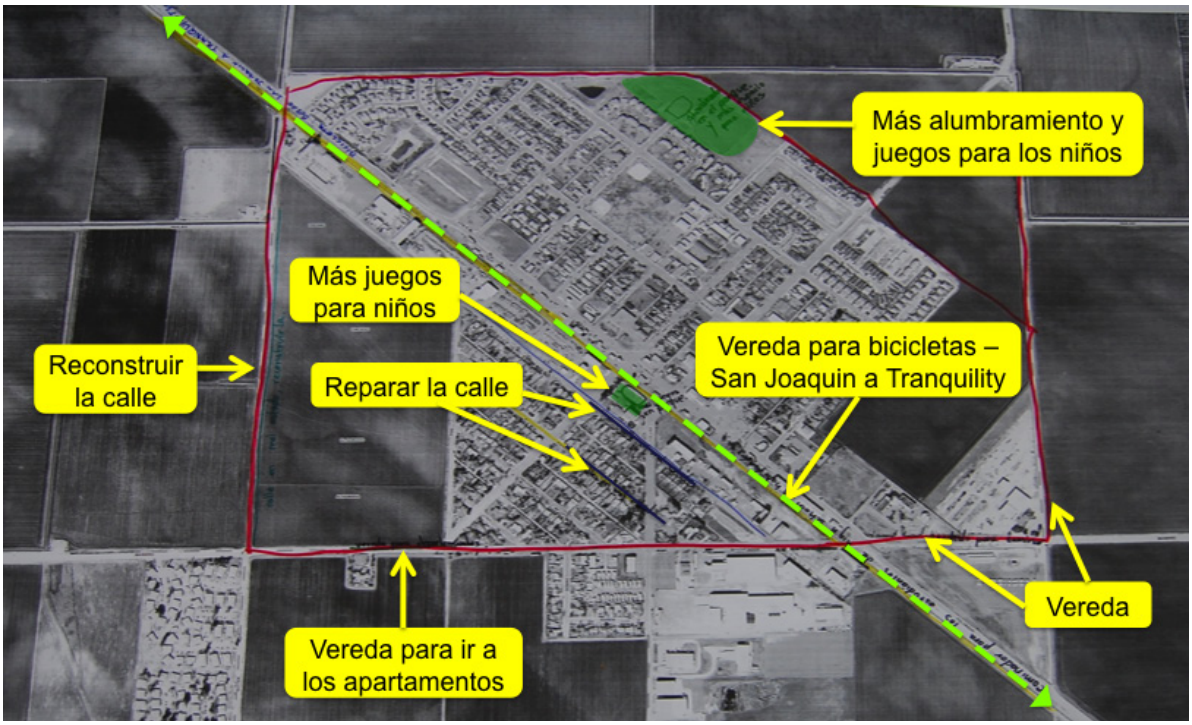
Above, from top to bottom: *Design team member and residents walk, observe, and discuss problems and potential solutions on Main Street; Participants view a presentation on existing conditions, and design strategies for creating safe, pedestrian-friendly streets and public places.*

Consultant Team members presented the results in a closing meeting at the Veterans Hall that was attended by about 45 adults and high school students, and 25 children.

In the months following the charrette, the consultant team refined the concepts, completed drawings and prepared recommendations for near-term improvements and long-range, visionary changes. The resulting plan is presented in the next chapter.

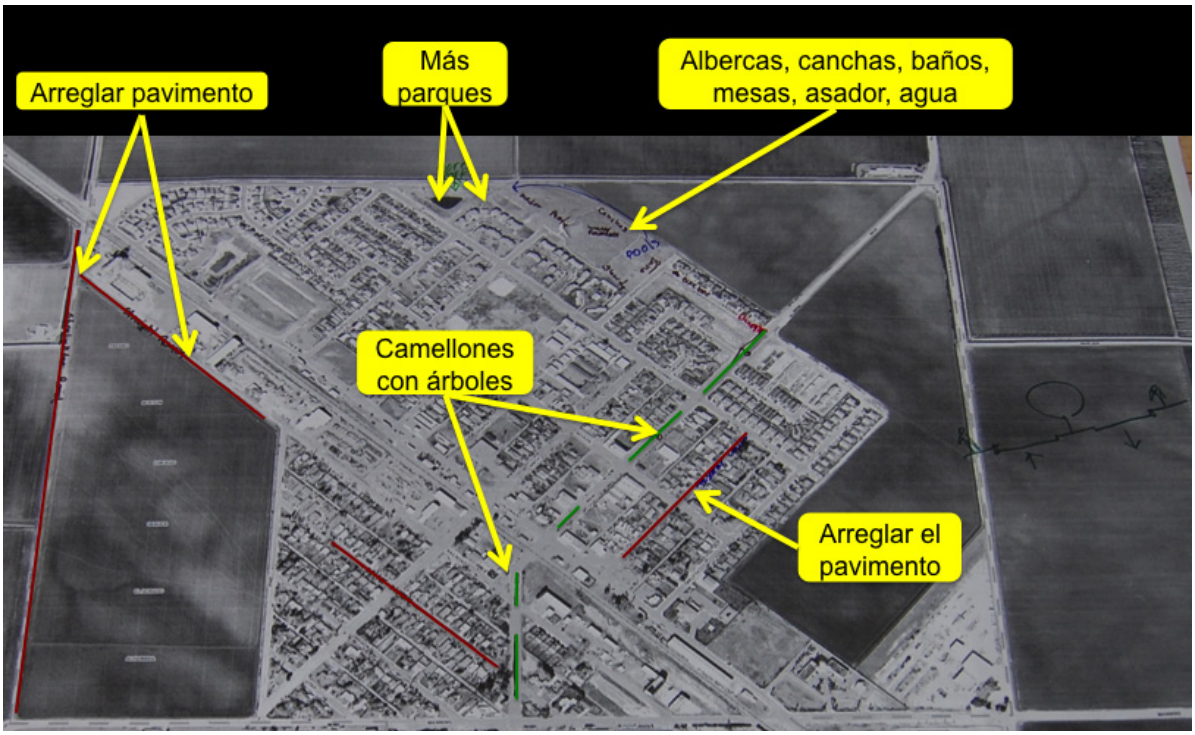
Table Maps

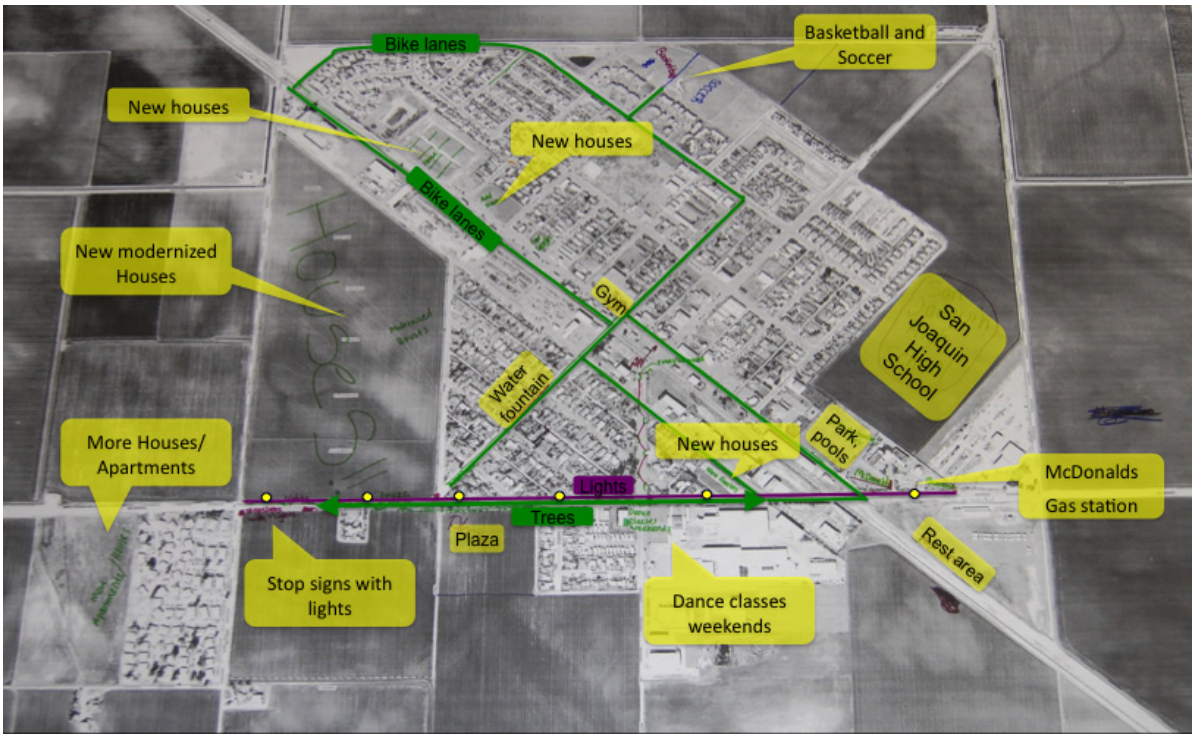




Summaries of input from the table map activity are shown above.

Table Maps





Summaries of input from the table map activity are shown above.

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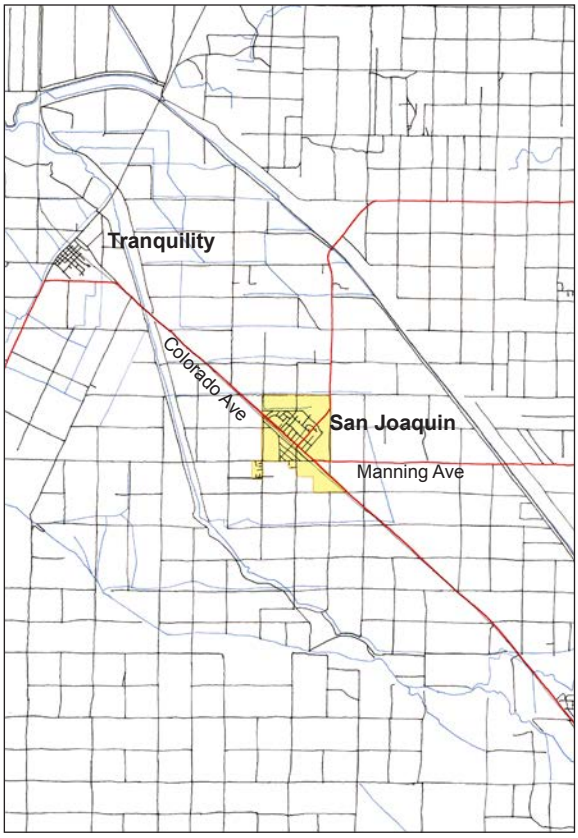
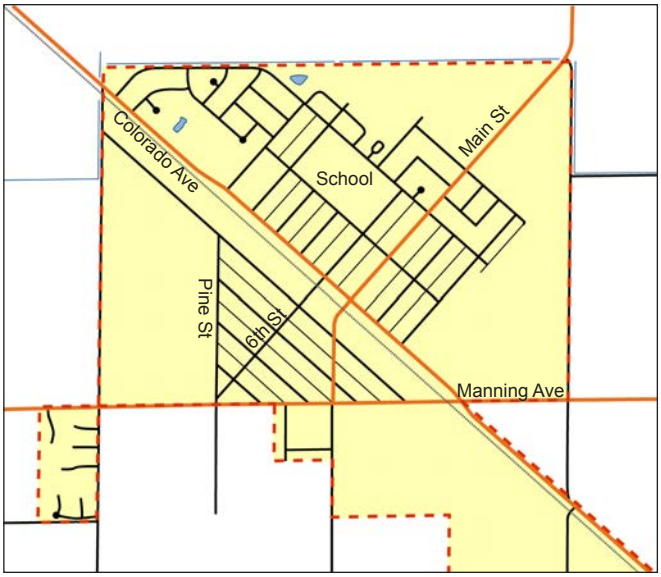
Chapter 2: Existing Conditions





Left: *San Joaquin is surrounded by agricultural land and a network of widely separated avenues in the San Joaquin Valley.*

Above: *Colorado Avenue bisects the City from northwest to southeast, parallel to the SP railroad tracks. Manning Avenue crosses the City from west to east. The town core is laid out in a traditional grid pattern with alleys. Newer portions are laid out in a mixture of loops and cul-de-sacs.*

Project Area and the Community

The City of San Joaquin is located in the heart of the San Joaquin Valley between Interstate 5 and Highway 99. It is the smallest incorporated city in Fresno County, with an area of approximately one square mile surrounded by agricultural land. The city is home to 4,001 residents, according to the 2010 U.S. Census.

The city was founded in the early 1900s and incorporated in 1920. The community developed with a small core of gridded streets and blocks organized around the railway and served as a center for labor and support services in the agricultural economy. San Joaquin persists today as a small community of predominantly agricultural workers.

Colorado Road and Manning Avenue are the two main roads that link San Joaquin to the rest of the region. Manning Avenue is a well-maintained County road, with Highway 99 and I-5 access ramps, and connections to State Routes 33 and 145 and Highway 41. Colorado Road runs parallel to the rail line through the middle of the city and connects to the nearby unincorporated community of Tranquility, where the City's youth attend high school.

Colorado Avenue, facing southeast toward 9th Street.

Main Street, facing north at Idaho Avenue.

A variety of trucks and agricultural vehicles rely on Manning Avenue and Colorado Avenue for transporting products and services.

City traffic is generally light. Vehicle counts in 1990 showed a little over 1,000 average daily traffic volumes on Colorado and Manning (General Plan Update Background Report, 2011). However, trucks and agricultural vehicles use both corridors frequently, especially during peak harvest periods.

Commercial properties, businesses and services are concentrated on Main Street and Colorado Avenue in the downtown. A grocery store, restaurant and County library reside on Main Street, with San Joaquin Elementary School (K-8, 800 students) located two blocks away. In addition to the school field, park and recreation facilities include a community center and skate park, a recently renovated Veteran's Hall and a new, approximately 6-acre sport park and playground.

Primary Challenges

San Joaquin's remoteness from larger centers has helped the city persist as a friendly, cohesive small town. But the recent economic downturn, combined with ongoing changes to the agricultural industry, has produced increasingly limited opportunities for local employment.

About 43% of San Joaquin residents live below the federal poverty level and the unemployment rate is 37.3% (American Community Survey and State Employment Development Department). The estimated median household income level is well below the state median, and 45% of the population is 19 or younger. San Joaquin has many low income residents with limited access to automobiles and youth unable to drive. Much of the day-to-day life of these residents is conducted by foot on city streets.

The city is compact with flat terrain. Residents should be able to safely and comfortably walk to local destinations, including community centers, stores, parks and the elementary school. But walking and bicycling conditions pose significant challenges. Unnecessarily wide streets encourage speeding and are difficult to cross. Surveys conducted in 2010 showed average operating speeds to be 5 miles per hour over the speed limit on Colorado

Avenue and 7 miles per hour over the limit on Manning Avenue (General Plan Update Background Report, 2011). Broken street and sidewalk pavement, and lack of sidewalks, bicycle facilities, and shade present difficulties for all modes of travel. Some streets lack curbs and do not provide adequate drainage, causing local flooding issues. Conditions also produce inhospitable environments for attractive street frontage.

Finally, plans for new growth have stalled with the economic slowdown at a time when there is an increasing need for housing that is livable and affordable. There is substantial vacant and underutilized land within town that can be devoted to small-scale infill projects and public space amenities. In proposed new growth areas, a long-term vision is needed to establish new neighborhoods with a diversity of housing options that can be built over time.

The City, local leaders and the community have taken positive steps to improve community infrastructure and quality of life, including expansion of the City's wastewater treatment plant, a utility partnership to improve energy efficiency and reduce energy costs to businesses, homeowners, renters and the City, Main Street streetscape improvements, application for a Safe Routes to School grant to install improvements around the elementary school, and completion of a new General Plan through a partnership with California Polytechnic State University at San Luis Obispo Department of Architecture and Environmental Design. The City was also recently successful in obtaining grants for extending the curb and gutter on Colorado Avenue from 5th Street north to the city limits and for development of a trail around the new sports park on the northeast edge of the city.

Concepts and strategies that build on these efforts to improve infrastructure, mobility and encourage revitalization are presented in the next chapter.

Obstructions to the pedestrian pathway at the railroad crossing on 9th Street.

No sidewalk and wide crossing at Main Street and Idaho Avenue.

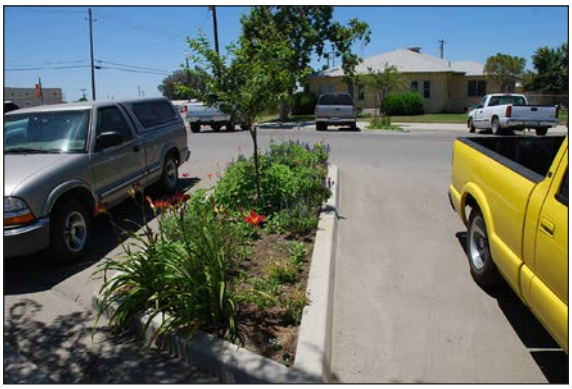
Long crossing and lack of shade at the intersection of Main Street and Nevada Avenue.

Bicyclists in San Joaquin have to make their way without the benefit of bicycle lanes and other features to improve safety, visibility and surface riding conditions.

Young pedestrians make their way without a sidewalk.

New playground in the foreground and sports field in the background.

Landscaped curb extension and signage on Main Street contributes to traffic calming and beautification.



Landscaped planter between diagonal parking spaces on Main Street and greenery and the potential for shading on Main Street.

Recently constructed small retail building on Colorado Avenue remains vacant.

Chapter 3: Community Vision

Guiding Design Principles for Mobility and Revitalization

Despite significant challenges and geographic isolation from larger centers and transportation routes, San Joaquin has persevered as a cohesive community with classic small town San Joaquin Valley characteristics. The charrette generated many ideas regarding how the city can preserve its character and continue to evolve as a pedestrian-oriented place, with improved services and access to community open space.

The consultant team identified three basic design principles to help the City and the community prioritize measures to enhance mobility, direct revitalization efforts, and coordinate improvements with long term growth as envisioned in the draft 2040 General Plan.

1. **Develop a complete network for pedestrians and bicyclists.**

Deteriorated or inadequate pedestrian and bicycle infrastructure. Though residents are within easy walking and biking distance of destinations within town, they must contend daily with a lack of basic infrastructure for safe and comfortable walking and bicycling trips. Charrette participants also expressed desire for more and higher quality recreation opportunities, especially for the town's youth. This plan focuses on identification of a comprehensive route network for walking and bicycling based on improvements to existing streets and graduated development of a separated trail system.

2. **Focus on incremental improvements to encourage downtown activity and small scale infill.**

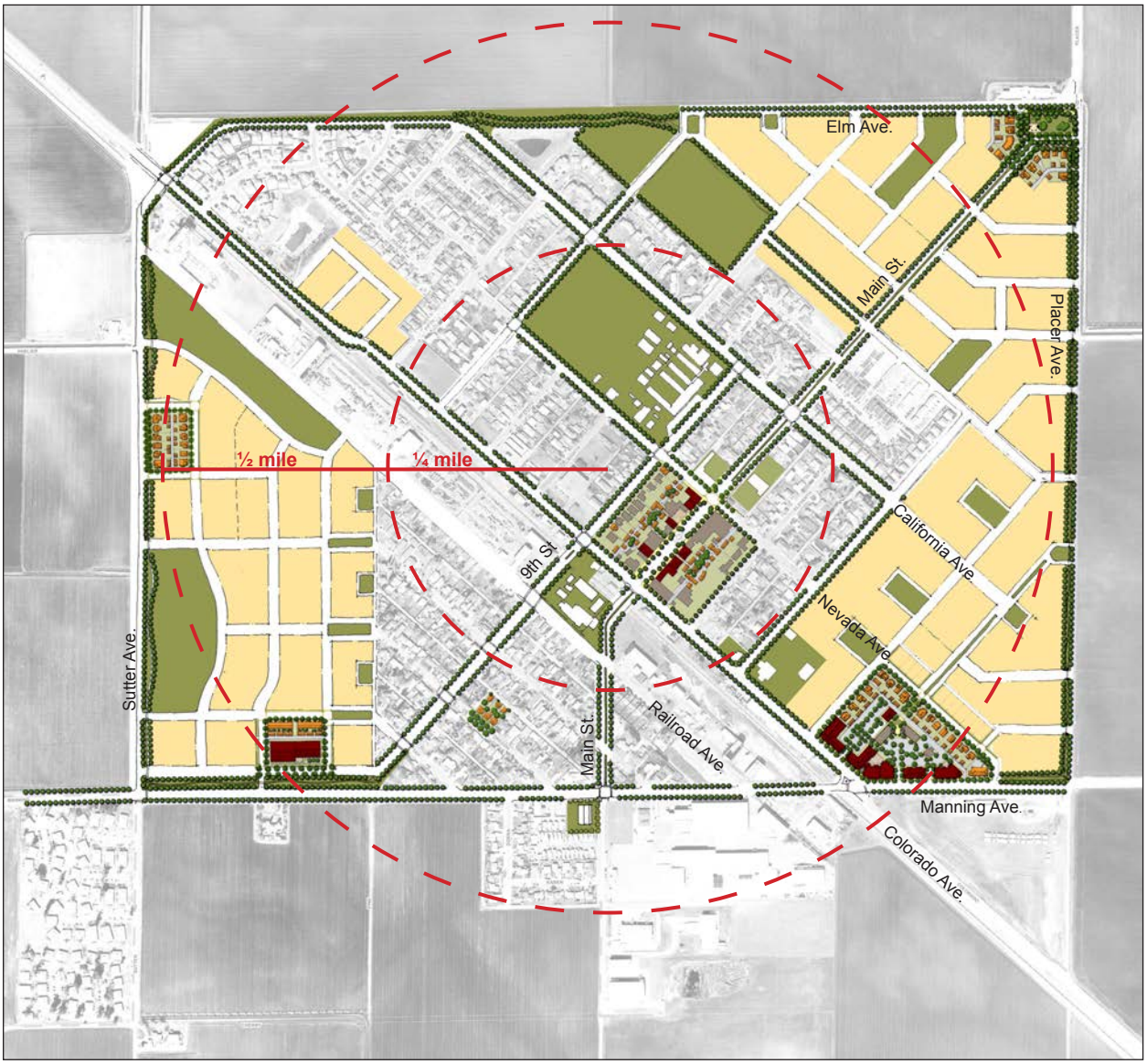
Though the city has a compact form, there is considerable vacant and underutilitzed land,

and public right-of-way that can be devoted to small-scale infill projects and low-cost public space and amenities. This plan presents concepts for development and physical improvements to build upon and reinforce Main Street as the heart of town and to develop other opportunity sites as quality community focal points.

3. Maintain a compact community form on a walkable scale with a well-defined edge.

The Draft San Joaquin 2040 General Plan focuses on much-needed improvements to the overall community that can occur within the framework of overall growth and revitalization. With the recent downturn in the California economy, however, it may be several years before significant growth prospects return to the area. This pause presents an opportunity to consider ways to establish new neighborhoods with a diversity of high quality housing options consistent with the needs, income and demographics of San Joaquin's current and future residents. This plan focuses on strategies for future development that provide housing choices, permit easy walking and bicycle travel to all community destinations, and is bordered by a green edge and farmland.

A Community Vision Framework for San Joaquin



The illustrative plan above shows concepts for main street infill and revitalization, a mixed-use neighborhood around the San Joaquin Shopping Center at the intersection of Manning and Colorado avenues, and future mixed density neighborhoods organized around public open spaces and bounded by a green community edge and trail. The inner circle shows the area within a quarter-mile radius, which is considered the distance that most people will walk instead of drive to reach routine destinations. The wider circle shows the area within a half-mile radius, which is considered easy bicycling distance for most users to reach routine destinations.

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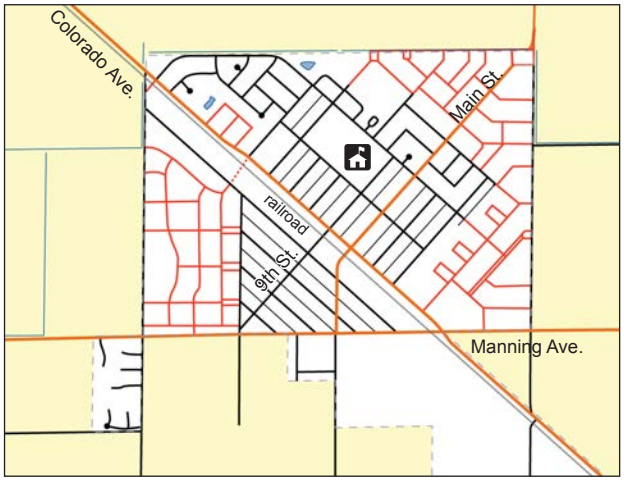
Chapter 4: Street Design and Mobility

Existing Streets

San Joaquin's existing street pattern is shown in the diagram above.

Conceptual Future Street Network



A conceptual expanded future street network that builds upon San Joaquin's historic grid pattern is shown above.

Well-Connected Streets

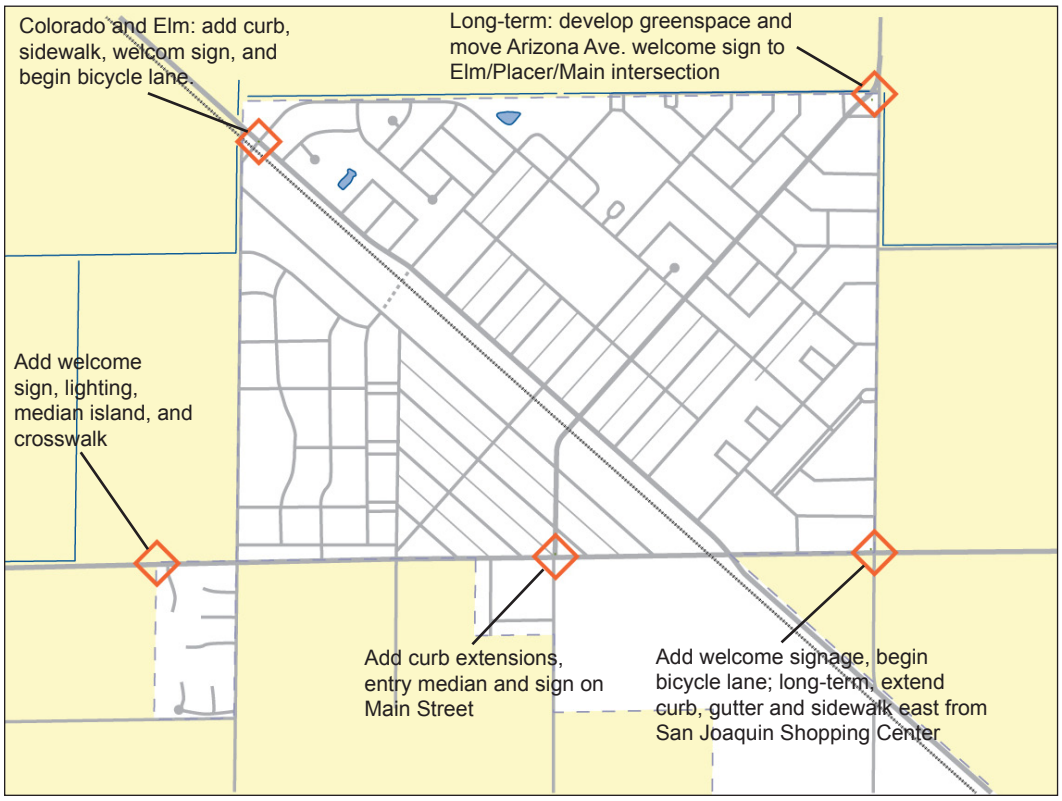
Street connectivity is one of the most important indicators of whether people can walk conveniently and safely to destinations. Small blocks and closely spaced intersections support walking by providing direct route choices and shorter distances to and from neighborhoods and between land uses. The connected street network can also help maintain capacity for vehicle traffic and reduce congestion by dispersing traffic flows and offering multiple route options.

Overall, San Joaquin's historic grid street and block pattern provides a strong foundation to retain and advance a well-connected street network. The diagram on the upper right shows how this network can be expanded over time, organizing future development in small blocks without the use of cul-de-sacs that produce barriers to motor vehicle connections and block walking and bicycle routes unless opened with connecting paths.

Charrette participants did identify, however, several barriers to connectivity. These include:

- Difficult crossing conditions at intersections, especially across Colorado Avenue on Main Street and 9th Street, and across Manning Avenue on Sutter Avenue.
- Speeding traffic on Colorado Avenue and Manning Avenue.
- Railroad tracks and adjacent industrial properties.

Proposed solutions to these barriers are presented later in this chapter.



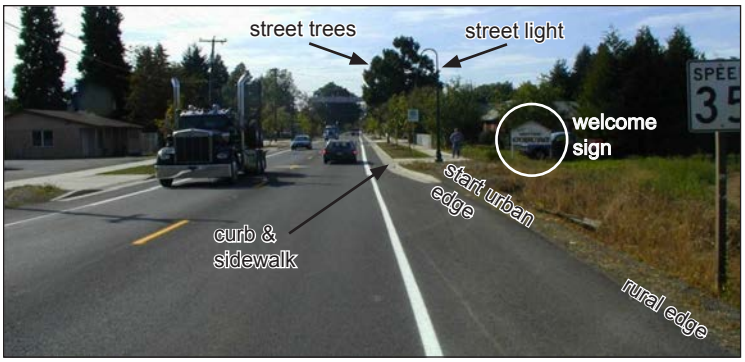
The diagram above shows opportunities for gateway treatments to calm traffic and enhance community identity

Gateway Strategies

Currently, reductions in posted speed limits on Manning Avenue and Colorado Avenue tell drivers to slow down as they enter San Joaquin. There is a City welcome sign on Main Street near the intersection with Arizona Avenue. There is also a welcome sign on Manning Avenue at the City wastewater treatment facility, but it is over a mile west of the developed edge of San Joaquin near Sutter Avenue.

Additional design strategies are needed to encourage reduced speeds. Suggested tools and treatments are identified in the diagram above and discussed below.

- **Edge treatments.** The introduction of bicycle lanes, curbs, sidewalks and street trees encourage slower speeds by making the road appear narrower and signaling the transition from open rural highway conditions to urbanized town conditions. In time, pedestrian-scale street lights (more closely spaced on shorter posts compared to cobra head street lights) can be added for further visual definition and nighttime illumination of the change in context.



Curbs, sidewalks and other features slow traffic more than speed signs. The start of a vertical curb and gutter, sidewalk, a welcome sign and other elements shown in the photo above alert motorists to the change in context.

- **Entry treatments.** The introduction of median islands and curb extensions (or "bulbouts") at key community entry intersections encourage slower speeds, increase caution and produce a gateway effect by compressing the roadway. Curb extensions also increase the visibility of pedestrians to motorists and shorten pedestrian crossing distances, while medians provide a refuge area in the street for pedestrians waiting to cross the next lane of traffic. San Joaquin's wide streets provide ample space to both accommodate these improvements and the turning needs of large trucks and agricultural vehicles.

- **Visual markers.** Medians and enhanced road edges can serve as settings for specialized landscaping, and decorative welcome and directional signage, which can include lighting to illuminate nighttime entry.

These treatments will also produce a sense of arrival and increased sense of place for those who live in San Joaquin, enhance town visibility to through traffic, and encourage travelers to stop and patronize local merchants.

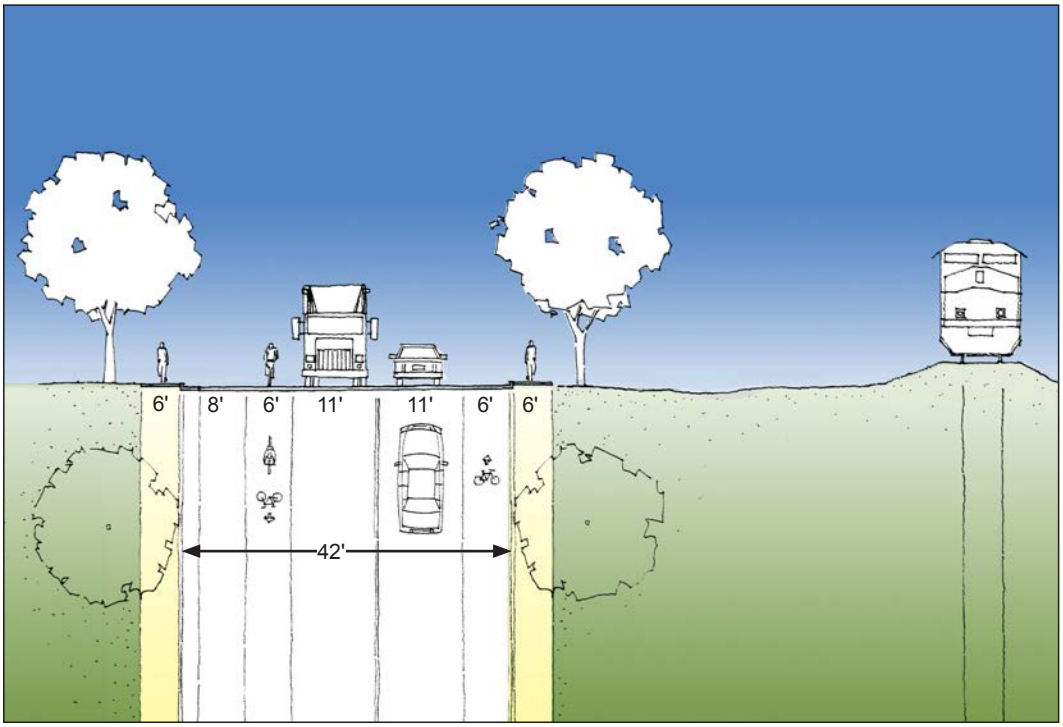
Above, Top to Bottom: *San Joaquin welcome signs on Manning Avenue at the water treatment plant and on Main Street near Arizona Avenue; example of a curb extension, decorative street lamp and street trees on approach to downtown Fowler (Fresno County); example of gateway signage and landscaping in La Mesa, Ca.*

Colorado Avenue Gateway (looking southwest)

North entry to San Joaquin on Colorado Avenue at the intersection with Sutter Avenue as it exists today.

The drawing above shows a long-term concept for Colorado Avenue that would include the addition of a sidewalk and welcome sign and bike lanes on both sides of the roadway.

Colorado Avenue: Sutter Avenue to 5th Street (looking southwest)



The drawing above shows the addition of bike lanes and sidewalks on both sides of Colorado Avenue, from Sutter Avenue to 5th Street. Southeast of 5th Street, where the paved roadway width increases toward the center of town, the sidewalk should widen to accommodate higher pedestrian activity, and parallel parking added to the southwest side to accommodate commercial uses on both sides of the street.

The photo above shows a potential short term option for Colorado Avenue that would include a trail with landscaping between the street and railroad tracks. The trail in the image above consists of decomposed granite.

Manning Avenue Gateway at Sutter Avenue (looking east)

The drawing above illustrates both short term and long term features that would contribute to a gateway experience for eastbound travelers on Manning Avenue. In the foreground, a median with a pedestrian crossing at Sutter Avenue would signal to motorists a change in context, while providing a refuge area for residents that need to cross Manning from the neighborhood on the southwest corner to access the sidewalk on the north side of Manning. Additional long term improvements are shown in the background that would occur with development between Pine and Sutter Avenue.

The photo above shows how a median crossing island can contribute to traffic calming by visually narrowing the roadway.

Pedestrian and Bicycle Improvements

The dashed line in the diagram on the left shows near-term opportunities identified for targeted improvements to create enhanced routes for walking and bicycling. Areas colored green and grey-colored building footprints represent parks and civic destinations.

Inner Pedestrian and Bicycle Loop, Traffic Calming and Beautification

San Joaquin residents need quality connections between neighborhoods, the elementary school, parks and other public and commercial services that support pedestrian and bicycle travel.

Main Street and 9th Street

Main Street and 9th Street provide the only road connections across the railroad tracks, linking neighborhoods and destinations on both sides of the city. Both Streets are 64 feet wide, well above traditional widths for low volume residential neighborhood streets and small town commercial main streets. In addition, portions of Main Street lack sidewalks and have failing pavement.

Improvements to Main Street and 9th Street are important to creating a well-functioning and appealing pedestrian and bicycle route system and access in central San Joaquin. Bicycle lanes are proposed for both streets as a relatively low cost improvement that can be implemented in the short term. In the longer term, the City should strive to complete sidewalks on both sides of the two streets with landscaped planters in the

street between the curb and vehicle travel way or, alternatively, a planted median in the center of the roadway. Each measure is described below.

- **Bicycle lanes.** Striped on-street bike lanes provide space for bicyclists and alert motorists to their presence. They also contribute to traffic calming by adding definition and friction to the road edge, and by visually narrowing the roadway. In addition, bike lanes can improve pedestrian conditions by adding a buffer space between traffic and the sidewalk. The minimum width for bicycle lanes per California Department of Transportation standards is five feet. The recommended preferred width proposed in this plan is six feet.

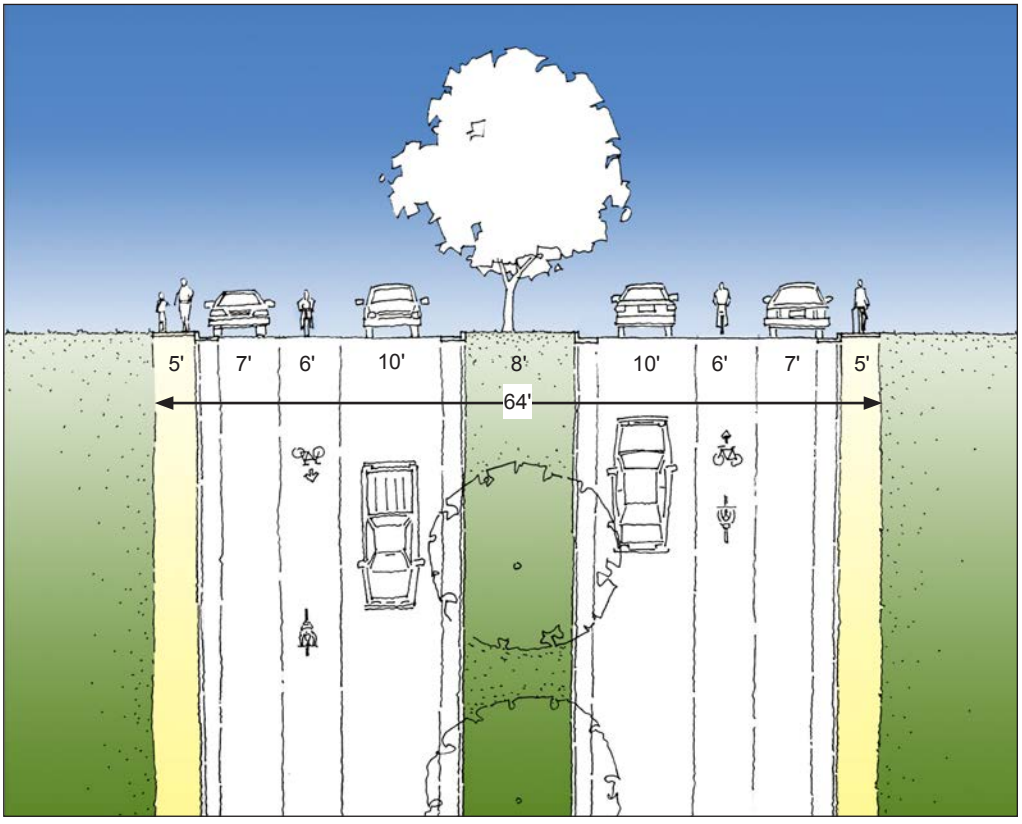
- **Sidewalks.** As the principal pedestrian facility sidewalks are generally needed on both sides of all streets in San Joaquin. The American Association of State Highway and Transportation Officials (AASHTO) policy on highway and street design states "sidewalks are integral parts of city streets." Research by the Federal Highway Administration shows that the presence of sidewalks on both sides of the street is related to significant reductions in "walking along roadway" pedestrian crashes compared to locations without sidewalks or walkways. Reductions of 50 to 90 percent of these types of pedestrian crashes have been found in the research.

  Sidewalks should be at least five feet wide in residential areas, which is the minimum width necessary for two people to walk comfortably side-by-side and allow ease of passage by people using canes, wheelchairs, or other mobility assistance devices. Wider sidewalks are needed on commercials streets and other high pedestrian use areas. Sidewalk widths are 10 feet on Colorado Avenue and 14 feet on Main Street, northeast of Colorado Avenue, which are appropriate minimum widths to accommodate higher levels of pedestrian activity.

- **Medians and Planters.** A raised, tree-planted median in the center of the roadway or roadside planters with street trees will provide much-needed shading for walking and bicycling and reduce local temperatures by shading heat-absorbing asphalt. Medians and planters will also contribute to traffic calming by narrowing the roadway and providing enclosure with street trees. Medians reduce conflicts between pedestrians and cars by allowing pedestrians to cross only one direction of traffic at a time. Planting strips between the curb and sidewalk or curbside planters in the street provide a buffer between pedestrians and motor traffic. In addition, they can be designed to receive stormwater runoff to assist with drainage, infiltration and removal of pollutants that wash off the roadway.

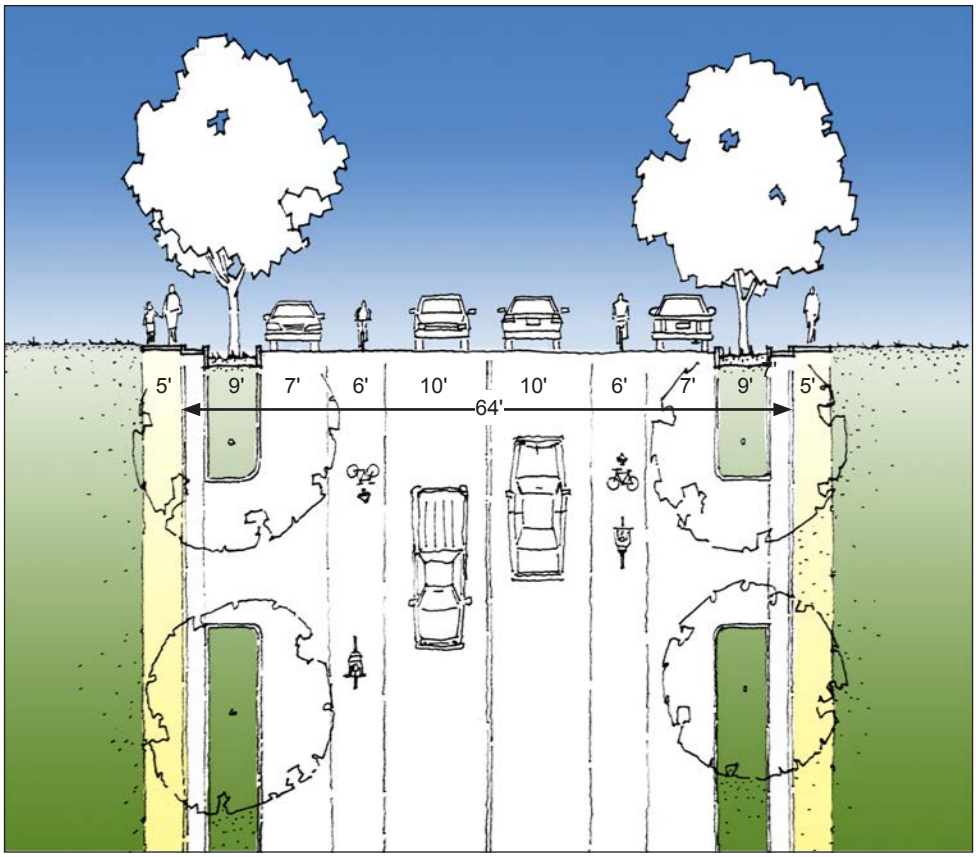
Main and 9th Streets: Design Alternative with Median

Main Street looking northeast toward Colorado Avenue as it exists today.



The diagram above illustrates the design alternative that includes a landscaped median that could be implemented on Main Street between Manning Avenue and Colorado Avenue and northeast of Nevada Avenue. Changes would not apply to Main Street between Colorado Avenue and Nevada Avenue as this area has already been improved with distinctive pedestrian-oriented elements, including diagonal on-street parking, wide sidewalks, planter islands and a landscaped mid-block traffic calming and pedestrian crossing island. The design alternative would be appropriate for 9th Street, between Manning Avenue and Colorado Avenue. Smaller curb-to-curb width on 9th Street northeast of Colorado Avenue, however does not include sufficient width for inclusion of a median.

Main and 9th Streets: Design Alternative with Planters



The diagram above illustrates the design alternative that includes planters between the street and sidewalk that could be implemented on Main Street between Manning Avenue and Colorado Avenue and northeast of Nevada Avenue. Changes would not apply to Main Street between Colorado Avenue and Nevada Avenue as this area has already been improved with distinctive pedestrian-oriented elements, including diagonal on-street parking, wide sidewalks, planter islands and a landscaped mid-block traffic calming and pedestrian crossing island. The design alternative would be appropriate for 9th Street, between Manning Avenue and Colorado Avenue. Smaller curb-to-curb width on 9th Street northeast of Colorado Avenue, however does not include sufficient width for inclusion of wide planters. However, the design could be adapted to include street trees planted in smaller tree wells combined with the elimination of some area for on-street parallel parking.

The photo shows an example of a median islands with bike lanes and parallel parking on both sides of the street.

The photo shows extended landscaped areas between the curb and sidewalk with inset parking.

The photo shows an example of a landscaped curb extension that provides additional buffer between the pedestrians and the street. The curb extension is designed to receive, infiltrate and clean stormwater runoff from the street.

Image source: Kevin Robert Perry, Nevue Ngan Associates, and the City of Portland.

Pedestrian crossing island on Main Street between Colorado Avenue and Nevada Avenue.

9th Street, across from the elementary school as it exists today.

9th Street, with the center line removed, parking stalls lengthened and a solid stripe designating parallel parking. The narrowed travel way will encourage slow speeds.

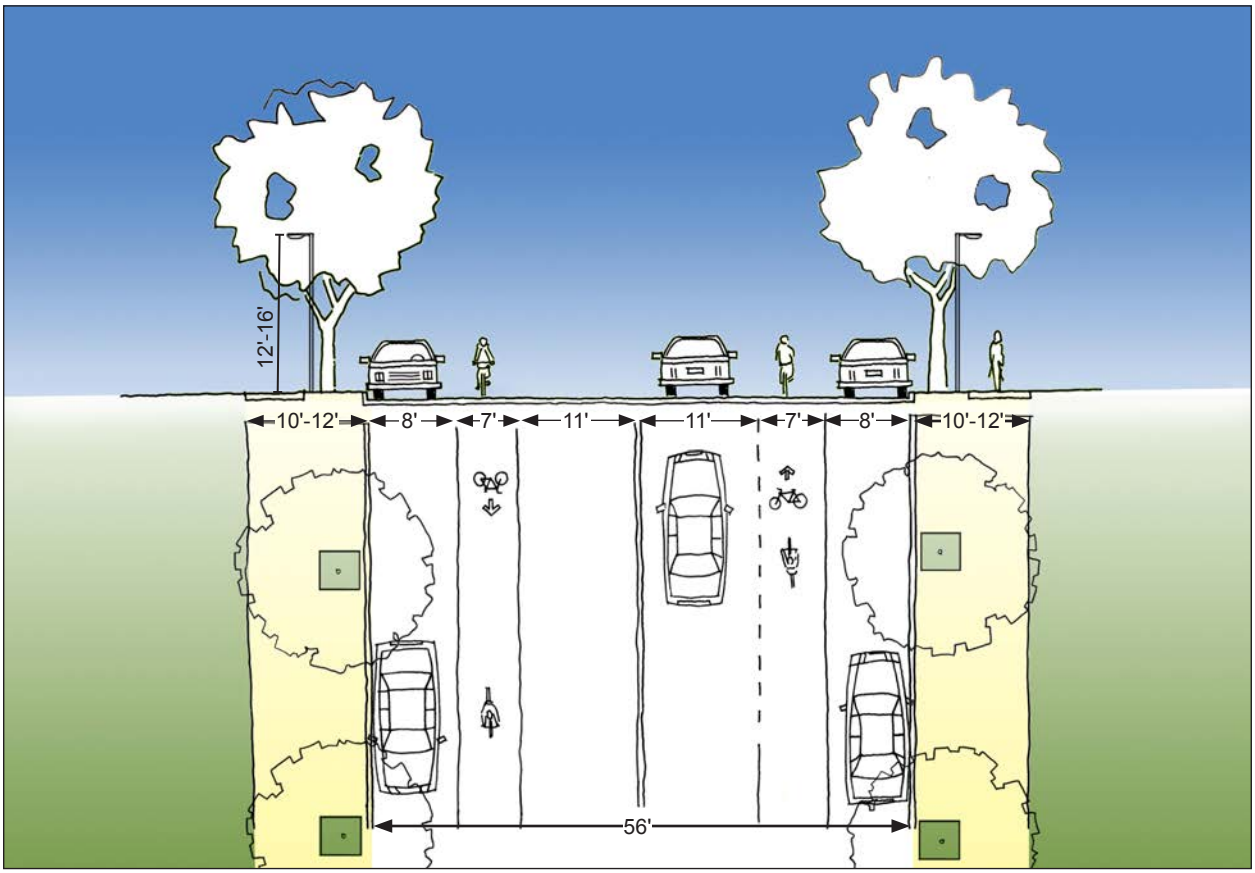
The City has made considerable pedestrian, traffic calming and beautification improvements to Main Street between Colorado Avenue and Nevada Avenue. Diagonal parking narrows the width of the roadway and maximizes on-street parking for patrons. Landscaped planters in the street provide space for shade trees, and an enhanced pedestrian crossing island provides vertical deflection that slows cars, while providing a decorative gateway into the town center.

Since there is diagonal parking on this block, bike lanes are not recommended because motorists have difficulty seeing bicyclists when backing out of stalls. However, the traffic calming and pedestrian design elements produce a slow speed environment that helps make the travel lane appropriate for shared use without a separate bicycle facility that can be underscored with bicycle route signs and shared use arrow (sharrow) stenciled pavement markings.

9th Street, between Nevada Avenue and California Avenue provides parking and the primary drop off and pick up area for San Joaquin Elementary School. On- street 45 degree diagonal parking spaces are provided on the northwest side of the street. Stalls are marked 13 feet in length, which is shorter than conventional standards, presumably to leave enough travel space between the end of the stalls and the striped center lane. The short stalls result in parked vehicles extending past the end of the stalls and encourages motorists to park vehicles with the wheels against the curb, causing the front end to encroach on the sidewalk.

The plan recommends removing the center line, changing the angled parking from 45 to 60 degrees and lengthening the stalls to 19 feet. Removing the center lane will enable cars to back out of spaces without encroaching into the opposing lane. Changing the angle and length of the stalls will still provide adequate space for the travel way, while providing room for 3 more spaces or several landscaped planters between stalls. The same strategy is recommended for Nevada Avenue between 9th Street and 6th Street.

Colorado Avenue: 5th Street to Manning Avenue



Proposed cross section for Colorado Avenue near 9th Street and Main Street.

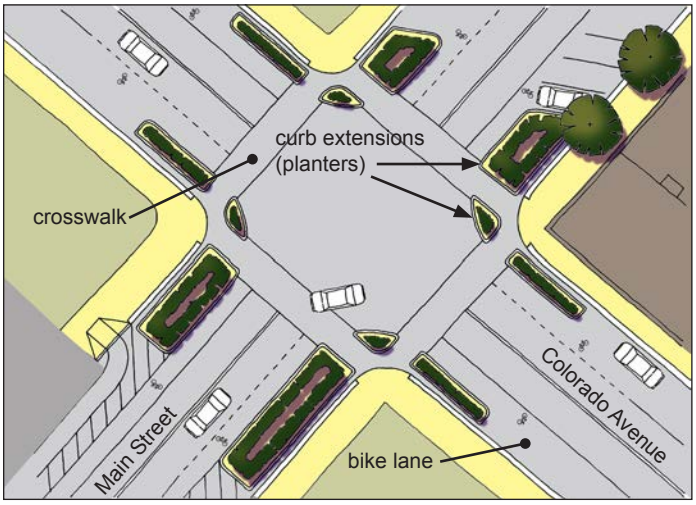
As with the block on Main Street between Nevada Avenue and California Avenue, bike lanes are not recommended on streets around the school where there is on-street diagonal parking.

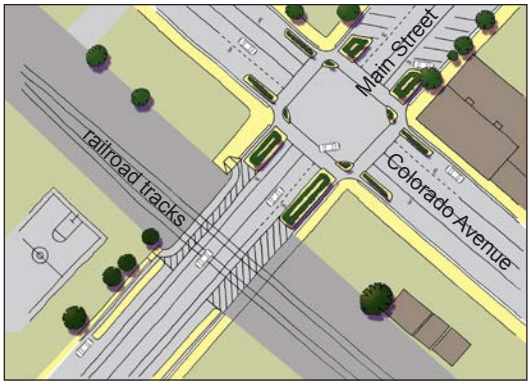
Colorado Avenue

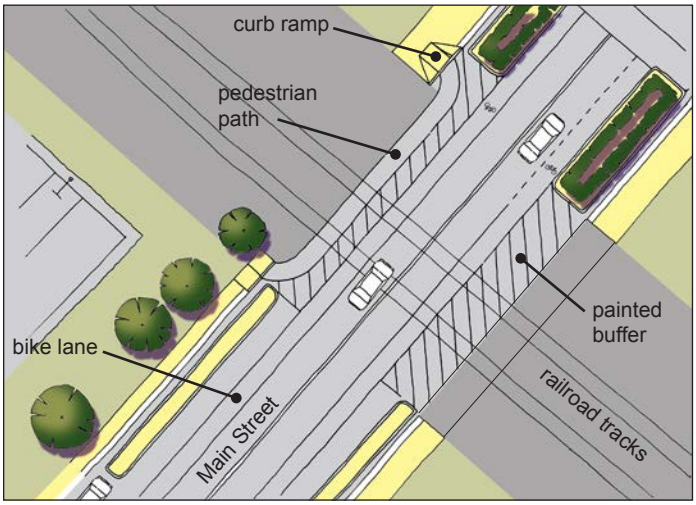
Colorado Avenue, between 5th Street and Manning Avenue, widens to 56 feet. The posted speed limit is 35 miles per hour. Research suggests the average operating speed is higher. Curb and gutter conditions vary in type and material. Sidewalks do not extend the entire length of both sides of the roadway. Bike lanes are designated on Colorado Avenue, but similarly, do not extend the entire length on both sides.

Consistent vertical curb and gutter and sidewalks with a minimum width of 10 feet should extend the length of Colorado Avenue on both sides between 5th Street and Manning Avenue. Pedestrian-scale lighting (12 to 16-foot posts) and tree wells located toward the curb will provide separation between pedestrians and motorists, signal to motorists a change in context, provide nighttime illumination and produce enclosure to encourage speed moderation. In addition, consistent bicycle lanes should be striped on both sides, visually narrowing the roadway to encourage slower speeds. Travel lane widths should be reduced to 11 feet, wide enough to accommodate large vehicles while encouraging reduced speeds.

Main Street at Colorado Avenue and at Railroad Tracks







Above: *The image at the top is an aerial view of the intersections of Main Street and 9th Street and Colorado Avenue. The image below is a rendering of intersection and railroad crossing improvements on Main Street.* ***Left:*** *The image at the top shows an enlarged view of traffic calming and bicycle and pedestrian improvements at the intersection of Main and Colorado Avenue. The image below shows an enlargement of pedestrian and bicycle improvements at the railroad crossing on Main Street.*

Intersection and Crossing Improvements

Charrette participants expressed concern and desire for solutions to improve pedestrian crossing conditions at the railroad tracks and at Colorado Avenue. The plan proposes the use of curb extensions (in the form of planting islands outside of the gutter) at the intersections of Main Street and Colorado Avenue and 9th Street and Colorado Avenue. Making the intersections more compact will encourage slower speeds, shorten pedestrian crossing distances, and increase the visibility of pedestrians to motorists.

Painted markings outline a pedestrian path across the tracks on the existing paved surface of the road. This pedestrian path is separated from the bike lanes by hatched out painted areas. Curb ramps are shown to ramp down to the pedestrian path, where needed. Flexible posts outlining the pedestrian

path could be added to further accentuate and separate the pedestrian travel way. In the long term, the City could work with the railroad to replace the striped out area with concrete sidewalks to further enhance the crossing for pedestrians and bicyclists of all ages and abilities.

Manning and Sutter Avenue

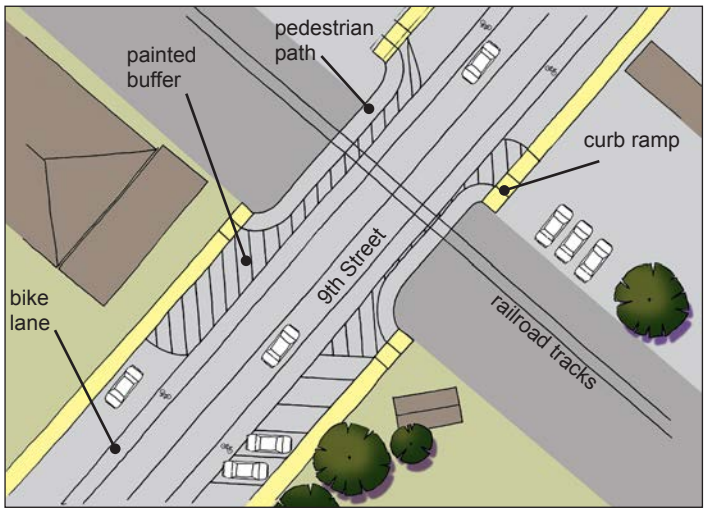
The affordable housing development at the corner of Manning and Sutting Avenue is surrounded by undeveloped land and isolated from the rest of the city. Participants at the charrette noted the importance of creating a safer connection between the neighborhood, school and town core.

There is only one sidewalk, located on the north side of Manning Avenue across the street from the neighborhood, that provides residents with a connection to the rest of the city. In the short term, an enhanced crossing is needed at Sutter Avenue to help pedestrians safely access the sidewalk on the opposite side of Manning. Key elements would include a raised median island and high visibility crosswalk with an advance pedestrian warning sign and a pedestrian sign at the crosswalk. The island would be channelized for pedestrians and serve as a refuge where they can pause before crossing the next lane of travel. As shown previously, the island could simultaneously serve as a gateway feature, encouraging speed moderation and announcing arrival into San Joaquin.

In the long term, as the city grows over time, this plan envisions the development of a separated trail for pedestrians and bicyclists located on the north side of Manning Avenue, from Sutter Avenue to 9th Street.

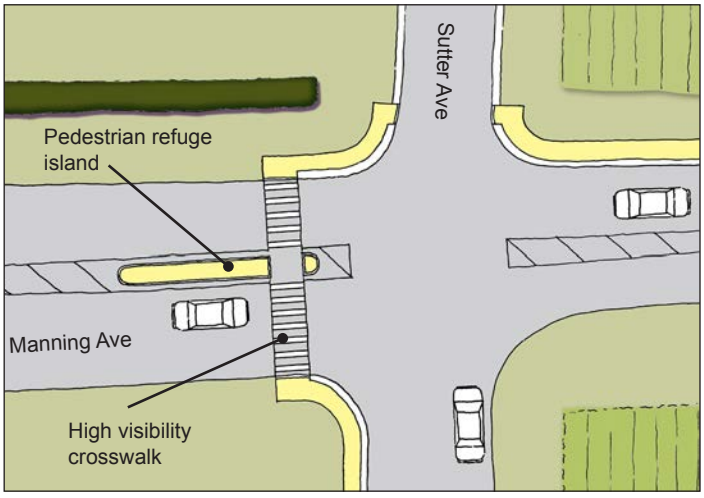
The drawings on the right show the concept for a crosswalk, pedestrian crossing island and gateway median at Manning and Sutter Avenue.

9th Street at Railroad Tracks



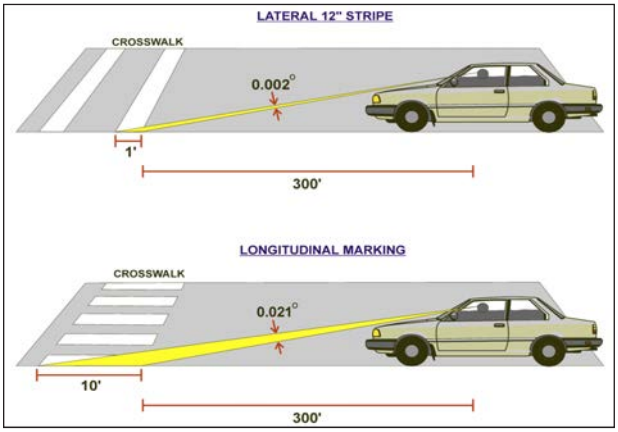
Improvements to the railroad crossing at 9th Street are shown above.

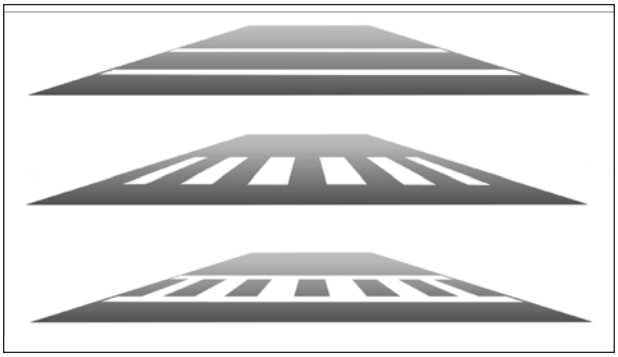
Manning Avenue at Sutter Avenue



Crossing Details

High Visibility Crosswalks





Crosswalk striping patterns with lines longitudinal to the roadway are more visible to approaching motorists than the two transverse lines used on many crosswalks. High visibility patterns are especially beneficial at uncontrolled crossing locations (i.e., where there are no stops signs or traffic signals requiring vehicles to stop).

Pedestrian Refuge Island

Pedestrian crossing island.

Warning and Crosswalk Signs

Pedestrian warning signs are needed on Colorado Avenue and Manning Avenue to alert motorists they are approaching locations where pedestrian crossing activity is unexpected or not readily apparent. Pedestrian crossing signs at crosswalks require a downward arrow beneath the sign pointing to the marked crosswalk. Flashing amber lights can be added to signs to increase visibility.

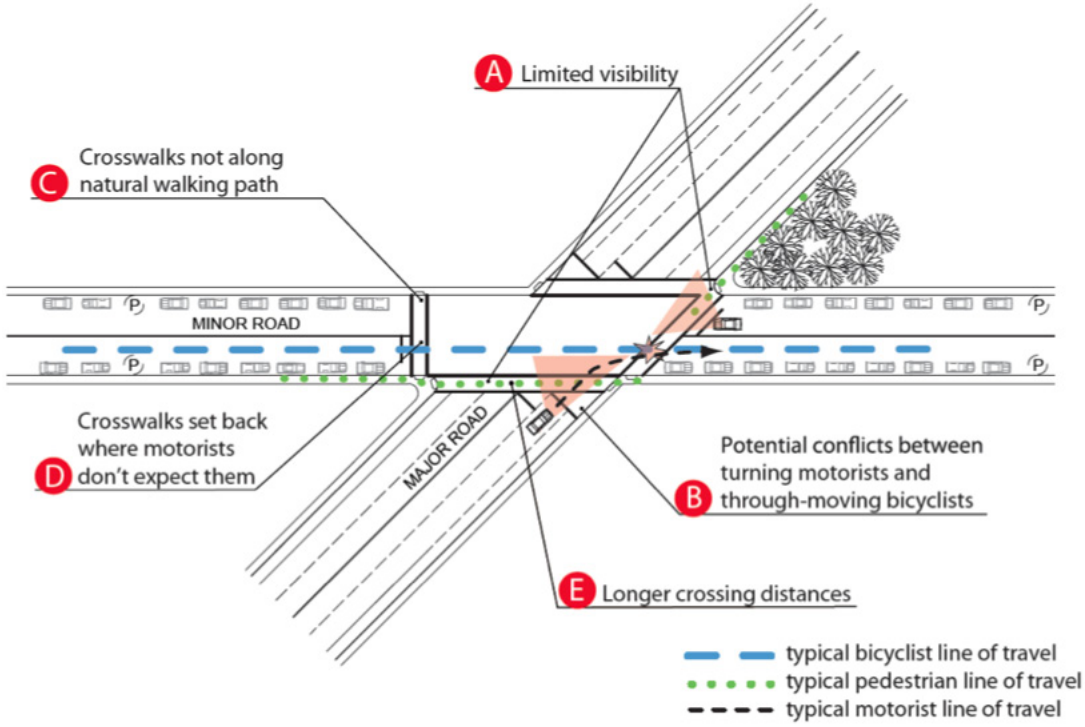
Rectangular Rapid Flash Beacon

Pedestrian activated flashing beacons can be installed at crosswalks to increase the number of drivers yielding for pedestrians and reduce pedestrian-vehicle conflicts. New rectangular rapid flash beacons (RRFB) with rapid flashing LED lamps as pictured above should be considered in place of traditional slow flashing incandescent lamps. Initial studies suggest the stutter flash is very effective as measured by increased driver yielding behavior. Caltrans recently received Federal Highway Administration approval for use of RRFBs on crosswalk signs.

Skewed Intersections

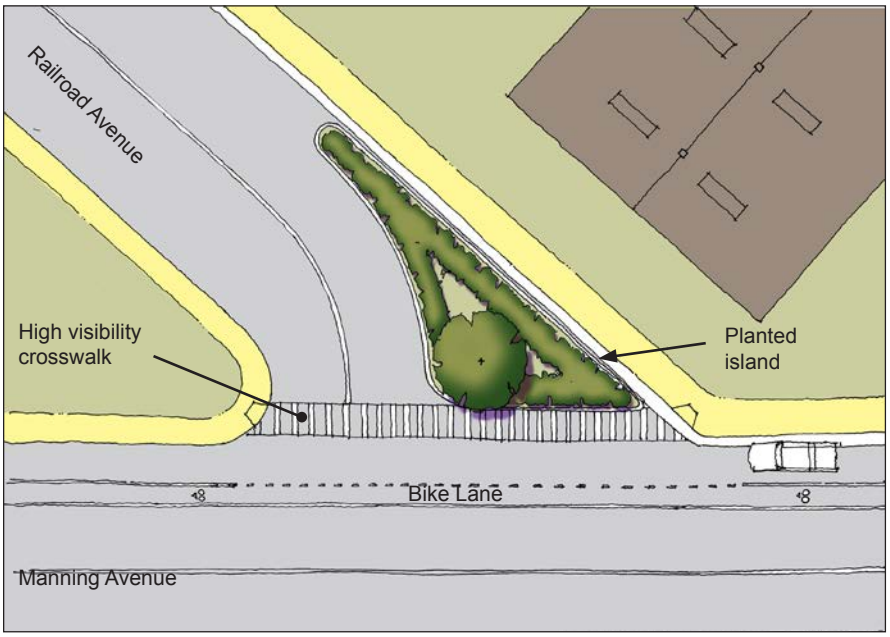
Colorado Avenue and the parallel avenues southwest of Colorado Avenue intersect with Manning Avenue at non-perpendicular angles that form skewed intersections. This creates longer crossing distances for pedestrians and bicyclists, and can decrease their visibility to motorists. In addition, for some turning movements, motorists do not need to slow down as much, exacerbating conflicts between motorists and between motorists and through bicyclists. Straightening skewed approaches as much as possible to form 90 degree angles better places pedestrians and cyclists into drivers' line-of-sight. Streets that intersect at right angles also decrease crosswalk lengths.

Issues Associated with Skewed Intersections

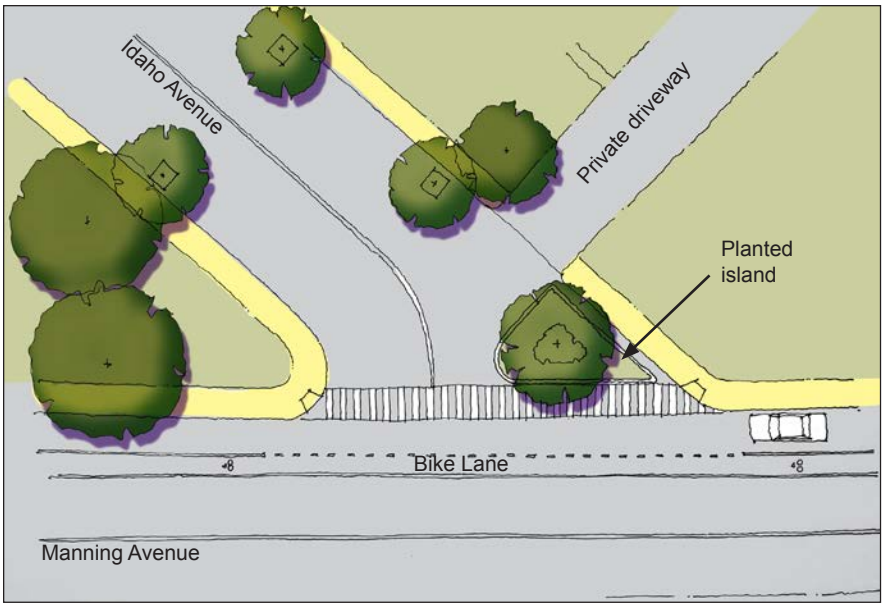


Source: Compete Intersections: A Guide to Reconstruction Intersections and Interchanges for Bicyclists and Pedestrians, Caltrans (2010)

Idaho and Manning Avenue



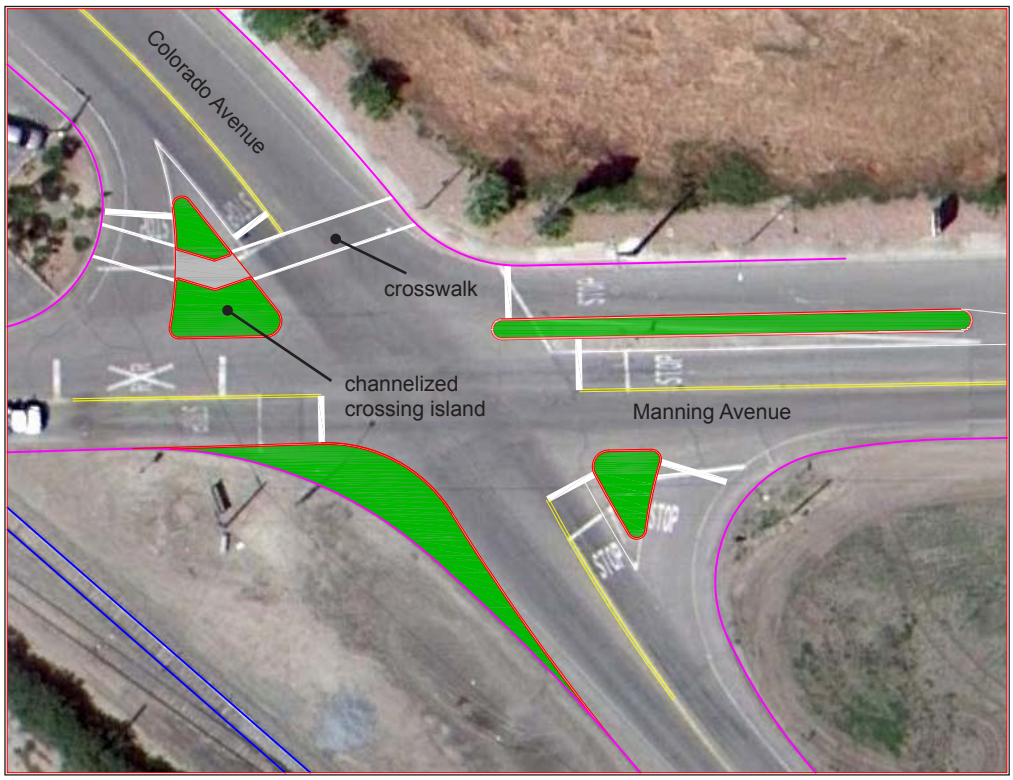
Railroad and Manning Avenue



The drawings above show examples of how skewed intersections on Manning Avenue can be made more square and compact by adding raised islands, encouraging slow speed turning movements, shortening pedestrian crossings, and converting excess pavement to greenery.

Colorado and Manning Avenue

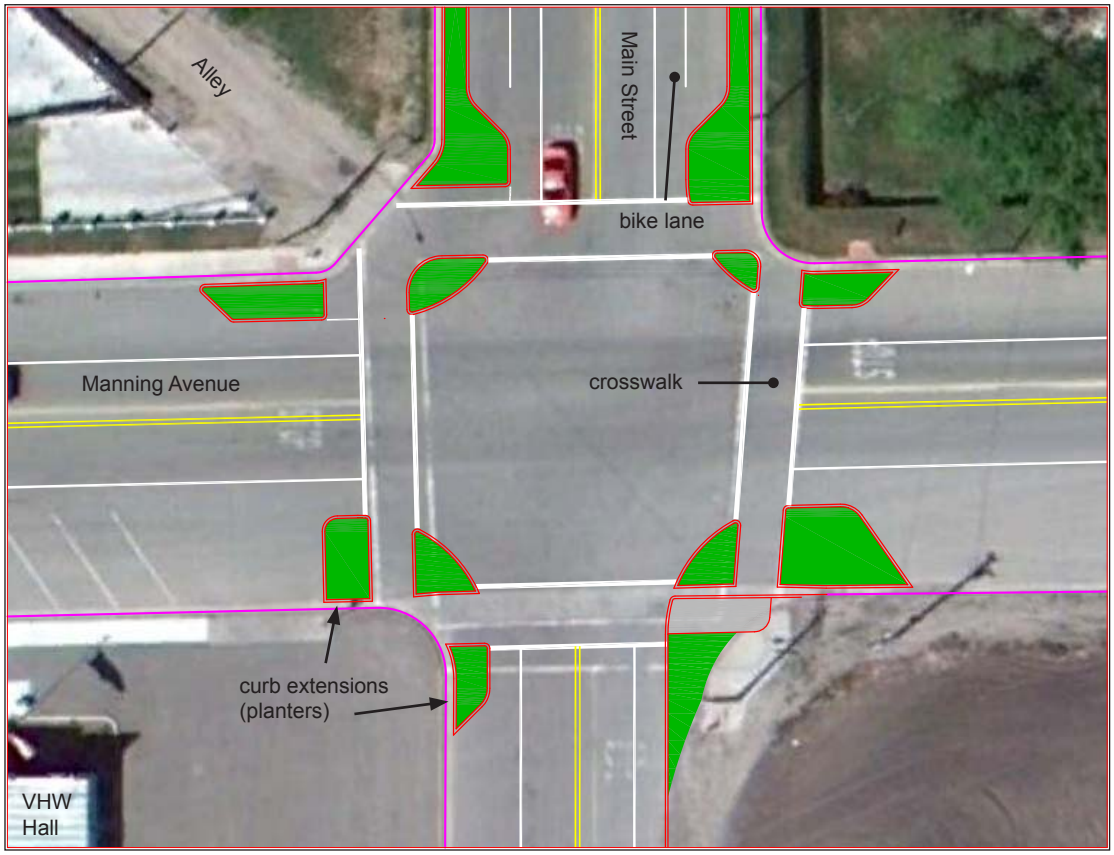
bike lane



In the drawing above, the existing painted islands are reshaped and extended further into the intersection to make the intersection more square and compact, channelize through lanes and turning lanes, and provide an enhanced crosswalk on Colorado Avenue for pedestrians on the north side of Manning Avenue. The islands can be raised and include treatments, landscaping and decorative, directional signage to define the entrance into central San Joaquin.

The islands shown for this intersection have been designed to accommodate large tractor-trailer vehicles (such as the WB-50 vehicles). In addition, these designs should accommodate most of the vast array of agricultural equipment that regularly travels through San Joaquin. However, these designs were based on aerial imagery and not an actual survey of the intersection, and there was not enough information about the actual size of some of the largest vehicles that may need to make turns at this intersection. Therefore, before a design similar to this is implemented, a more detailed analysis should be conducted of the actual vehicles that make turns at this intersection, and the designs be adjusted as needed to accommodate the vehicles at the intersection.

Main Street and Manning Avenue



Curb extensions shown in the drawing above at the intersection of Manning Avenue and Main Street shorten crossing distances for pedestrians around the VHW Hall. The curb extensions and islands can include treatments, landscaping and directional signage to downtown San Joaquin.

Outer Circulation Improvements

In time, street improvements should be extended to create enhanced pedestrian and bicycle connections that link all neighborhoods, parks and civic spaces as shown in the diagram above. This includes development of a separated trail that would run between the irrigation canal and Elm Avenue and around the new park.

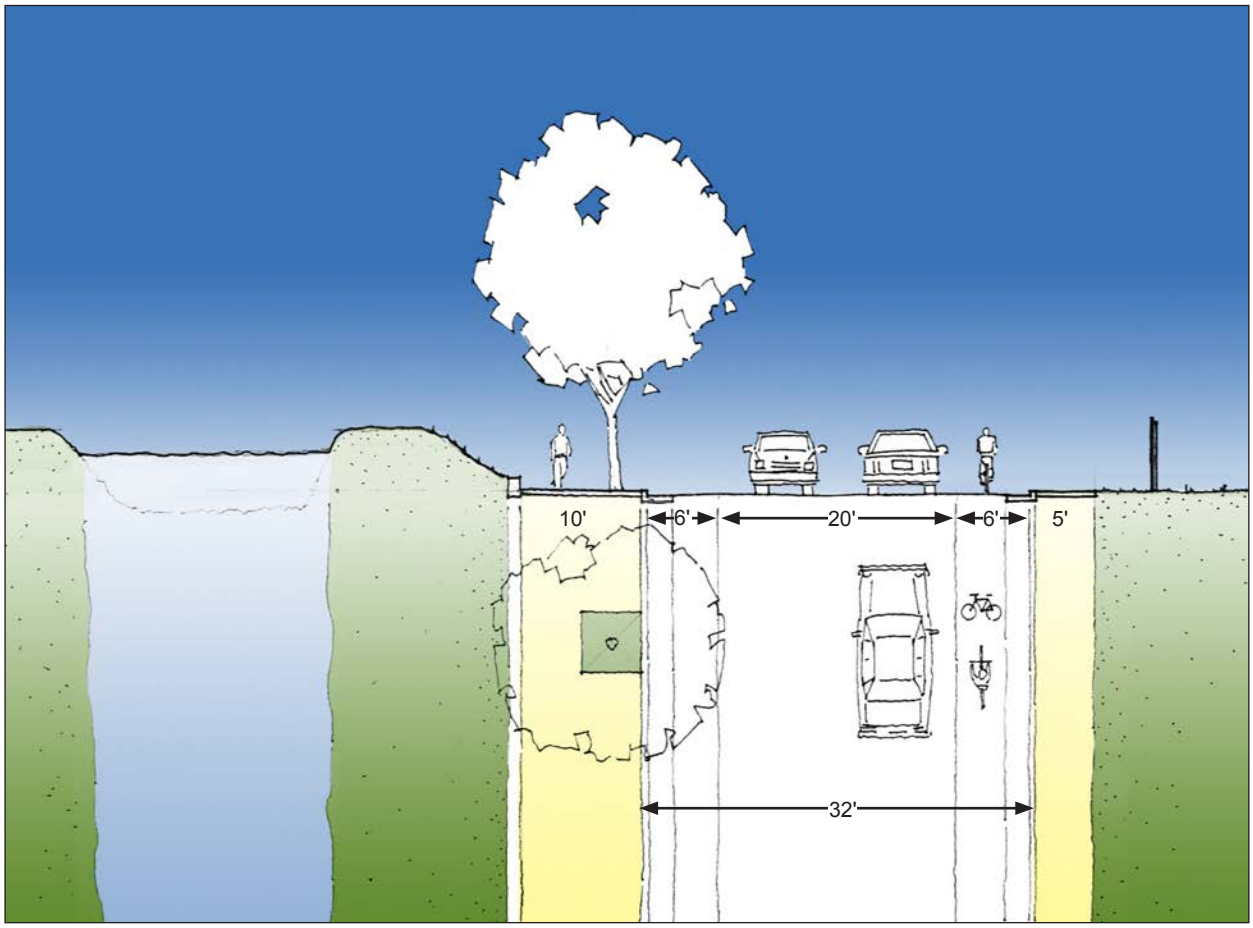
The dashed line in the diagram above shows the completed pedestrian and bicycle route network linking parks, civic open space and services. Areas colored green and grey-colored building footprints represent parks and civic destinations.

Elm Avenue: Between Colorado Avenue and 3rd Street

Elm Street at the intersection with 3rd Street as it exists today.

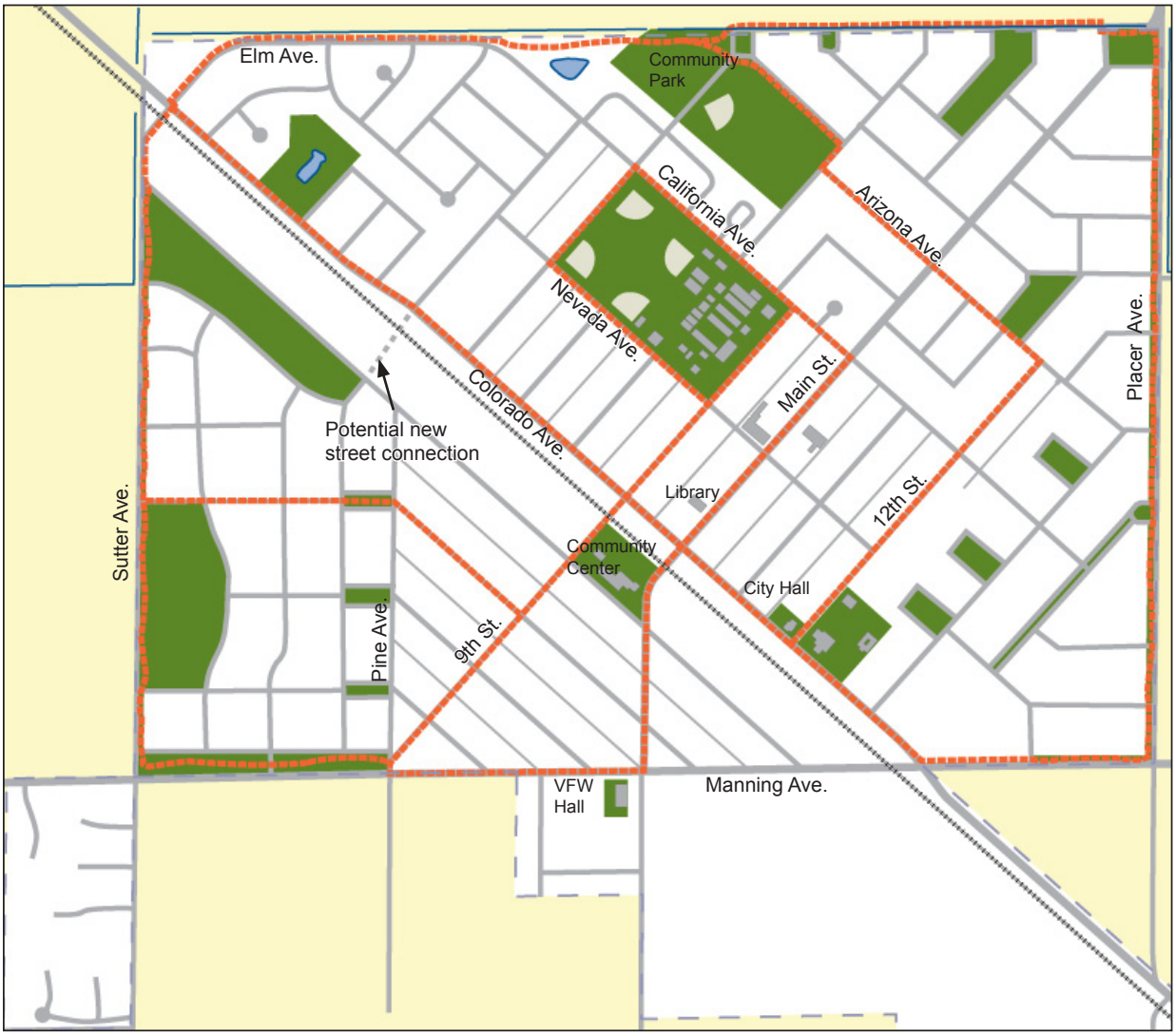
The drawing above illustrates the improvement of Elm Street with a wide tree-planted sidewalk or pedestrian path developed on the north side of the street and bike lanes on both sides of the street.

Elm Avenue: Between Annabella Avenue and 3rd Street (looking east)



The drawing above shows the addition of an enhanced tree-shaded sidewalk or pedestrian path on the north side of Elm Avenue. The sidewalk/path would transition to a separated trail at 3rd Street and follow an alignment around the drainage basis and the perimeter of the park. Bike lanes are shown on both sides of the street, which could potentially require that on-street parking be restricted between 3rd Street and Annabella Avenue due to street width constraints.

Long Term Perimeter Circulation with Green Edge



Over the long term, the plan envisions the development of an edge trail that would be constructed in tandem with development of new neighborhoods organized around a network of public open space. The green edge would provide residents access to safe walking and bicycle routes for travel, recreation and exercise. It would also set a greenbelt that would serve as a buffer and a transition between the community edge and adjacent farmland.

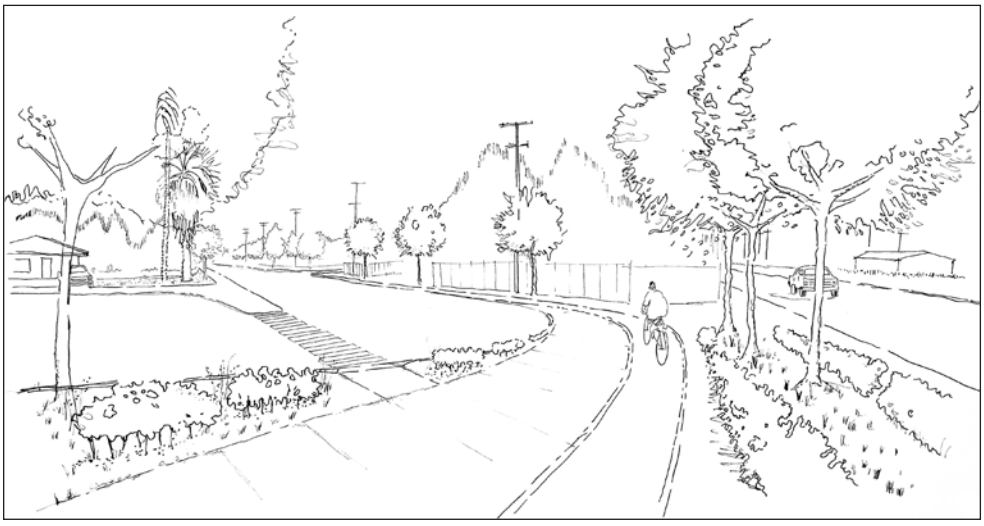
The separated trail would span most of the city perimeter, including:

- Sutter, from Manning to Colorado Avenue
- Elm Avenue, from Colorado Avenue to 6th Street
- Placer Avenue, from Elm to Manning Avenue
- Manning Avenue, from 9th Street to Sutter Avenue

The dashed line in the diagram above shows opportunities for targeted on-street improvements and long-term trail development to create enhanced routes for walking and bicycling. Areas colored green and grey-colored building footprints represent public open space and civic destinations.

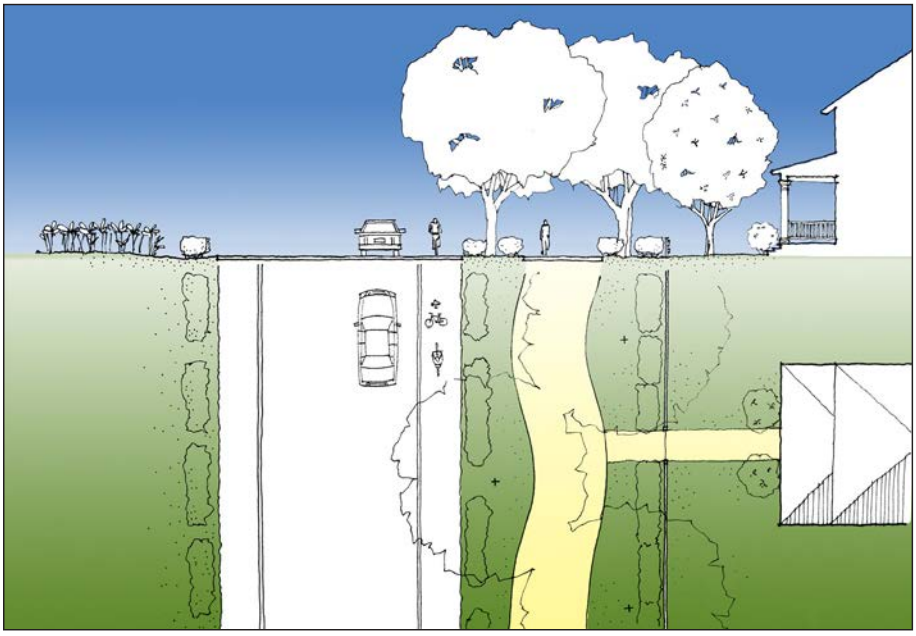
9th Street and Pine Avenue

The photo on the left shows the intersection of 9th Street, Pine Avenue and Manning Avenue as it exists today.



The drawing on the left illustrates the addition of a paved trail parallel to Manning Avenue. Motor vehicle access to Pine Avenue from Manning Avenue is closed, eliminating conflicts between cars and trail users at this location.

Sutter Street (looking north)



The drawing on the left illustrates the reconstruction of Sutter Avenue in conjunction with new development. A trail separated from the street by a tree-planted buffer will provide safety and comfort for pedestrians and bicyclists while providing a high quality open space amenity for homes fronting on the green.

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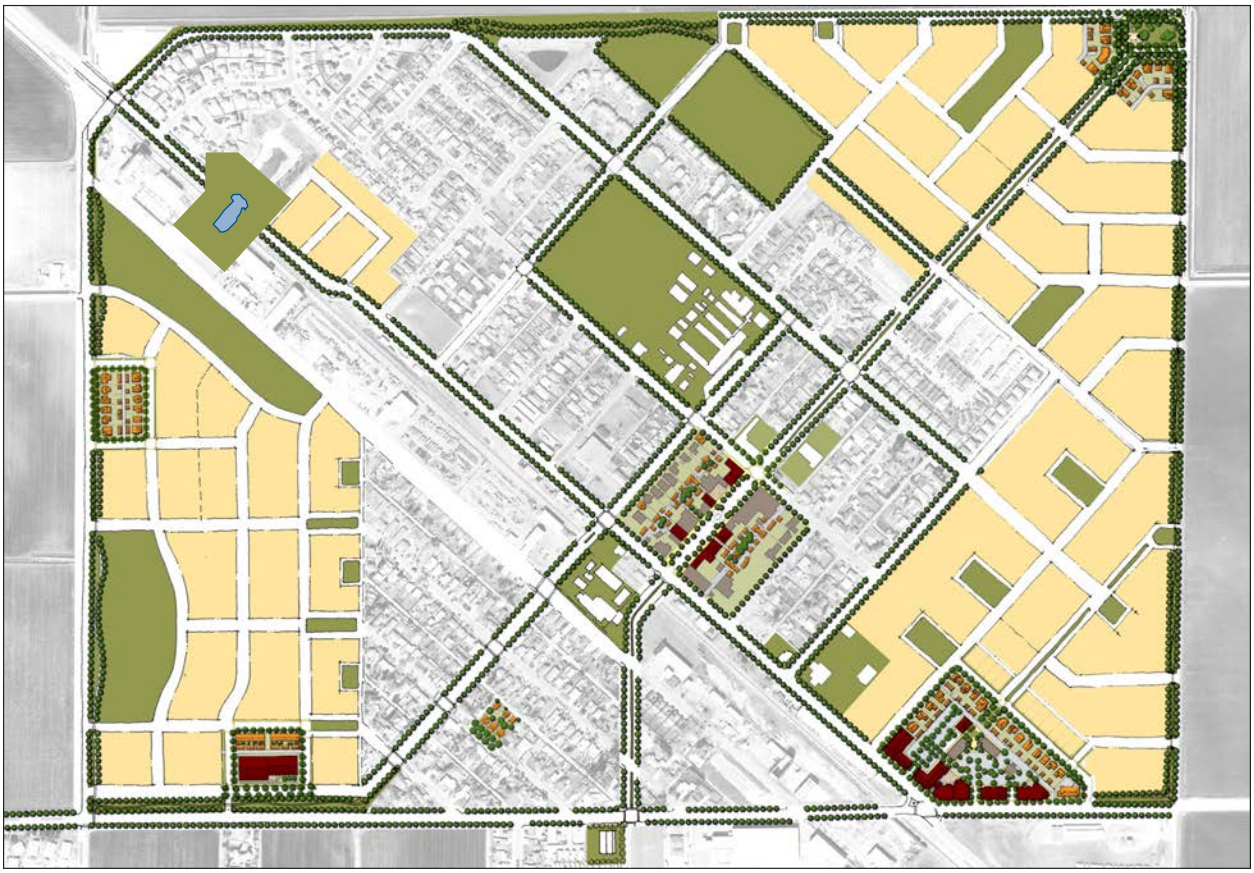
Chapter 5: New Growth and Revitalization



The vision plan above illustrates Main Street revitalization with infill development, and model development of mixed-density new neighborhoods, organized around neighborhood centers and connected by green ways. Small neighborhood-oriented commercial nodes are also shown.

The current economic downturn suggests that near term growth in San Joaquin will likely occur slowly. However, with proximity to vast working agricultural land and operations San Joaquin will continue to serve as an important community for both existing and new residents seeking housing, education and services. Incoming residents will have an impact on the size and scale of the community as a whole. The City should work to encourage new development that works well to complement the town's historic compact pattern.

During the charrette the design team looked at general design concepts for land at the edge of the city that is currently undeveloped but anticipated for development in the future. Recommendations include:

- As the city grows, new development should be organized to create new neighborhood centers. The neighborhood centers could be a combination of modest, locally-serving retail, new public service, open space and institutions, such as schools, organized to provide central gathering places for neighborhoods or groups of neighborhoods.
- Neighborhoods should be encouraged to implement open spaces and green-ways that can form portions of larger contiguous networks.

Main Street Infill with Alley Housing

The illustration above depicts Main Street revitalization through infill of vacant lots, addition of a plaza and mid block paseos, and conversion of the alleys to accommodate new housing in the downtown area.

Two alternatives were developed for downtown infill and revitalization. The first, shown above, would include development of the vacant lots on both sides of Main Street with commercial buildings. Since there is ample parking supply provided by on-street diagonal spaces on Main Street between Colorado Avenue and California Avenue, the existing parking lot on the northwest side of Main Street could be converted to a small plaza surrounded by restaurants and store or shop fronts.

The largely vacant and underutilized alley spaces on both sides of Main could be reactivated by converting them to accommodate a combination of accessory dwelling units behind residential properties and/or separate stand alone cottages with shared common areas. Mid block paseos would provide access to and from Main Street. The addition of small units in the downtown area would provide new affordable housing options for San Joaquin residents and provide more activity to revitalize Main Street.

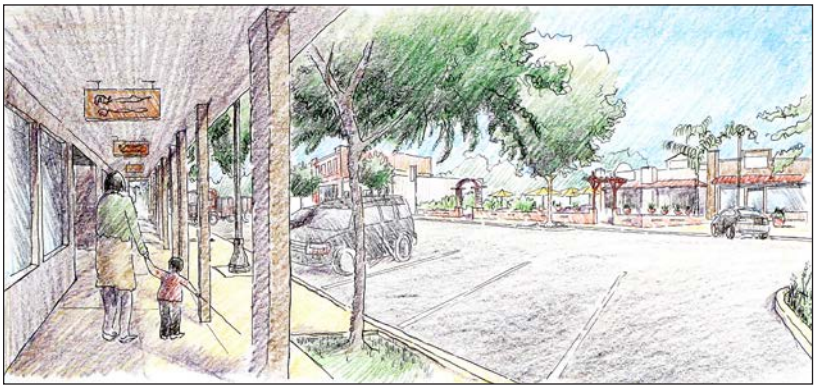
Main Street Infill with Alley Accessed Parking

The second alternative include the development of vacant lots and creation of a small plaza as in the first scenario. Instead of alley conversion to accommodate new housing, however, alleys would be improved to provide parking behind buildings. Provision of parking behind buildings would reduce the need for parking on Main Street and potentially free up additional spaces for other uses, such as large street trees. Mid block paseos could be used to connect parking areas to Main Street. Pedestrians improvements in both alleys could be coordinated and implemented with development of the parking areas.

The illustration above depicts Main Street revitalization through infill of vacant lots, addition of a plaza and mid block paseos, and development of parking behind buildings.

Main Street Plaza

The photo on the left shows Main Street as it exists today, facing southwest, with the market in the foreground and an off-street parking lot to the right.



The illustration shows the conversion of the parking lot to an outdoor plaza framed by a low wall and a new building on the adjacent vacant southwest lot.

The photo on the left shows Main Street, facing the parking lot as it exists today.

The illustration shows the transformation of the parking area into an outdoor plaza space with seating.

Infill Housing with Second Units on Alley

The excerpt above from the vision plan shows a closeup view of houses with secondary dwelling units accessed by an alley on two vacant lots between Idaho Avenue and Oregon Avenue.

Developing homes with second dwelling units in the rear can help add affordable housing options in San Joaquin, while providing an additional source of income for property owners. Alleys are conducive to developing secondary units because they enable parking and garages to be located at the back of the property. Providing housing on alleys, provides frontage and oversight of the alley space, making them more appealing and watched over for maintenance and pedestrian and bicycle use.

San Joaquin has numerous alleys that could be improved over time with provision of second housing units. An example is shown on two vacant lots in the drawing above, located between Idaho Avenue and Oregon Avenue.

Main, Elm and Placer Park and Gateway

The excerpt from the vision plan above shows a closeup view of a 3/4 acre park and small playground with a mix of housing types connected by a landscaped path. The aerial photo on the left shows the area as it exists today at the intersection of Elm, Main and Placer.

As San Joaquin grows, the area at the junction of Main Street, Placer Avenue and Elm Avenue (currently unpaved) could be developed with a small park or square surrounded by a mix of medium and small lot detached and attached homes. The green space would provide a distinctive gateway at the northeast edge of the community, and a clear transition from rural highway conditions to a neighborhood context for southbound motorists entering San Joaquin on Main Street.

The drawing above illustrates cottages fronting on the park and path.

Cottages front on a path in Davis, CA.

Manning and Colorado: Community Entry Node

The excerpt from the vision plan above shows a closeup of expansion of the San Joaquin Shopping Center into a mixed-use commercial node and entry into central San Joaquin.

The San Joaquin Shopping Center is a highway oriented commercial development on Manning Avenue at the intersection with Colorado Avenue. The design team studied how undeveloped land on the northeast corner between the shopping center and the two streets might be framed with commercial buildings lining Manning Avenue and Colorado Avenue. A mix of residences could be located behind the liner buildings that would provide a buffer between the housing and the highway. The commercial development would be highly visible and accessible from the highway, while also serving the adjacent residential development. In addition, buildings fronting Manning Avenue would contribute to a gateway experience for westbound travelers passing or entering central San Joaquin.

A mixed-use block is show on the right, located on a frontage street separated from Manning Avenue by a greenway and trail.

New Mixed-use Block

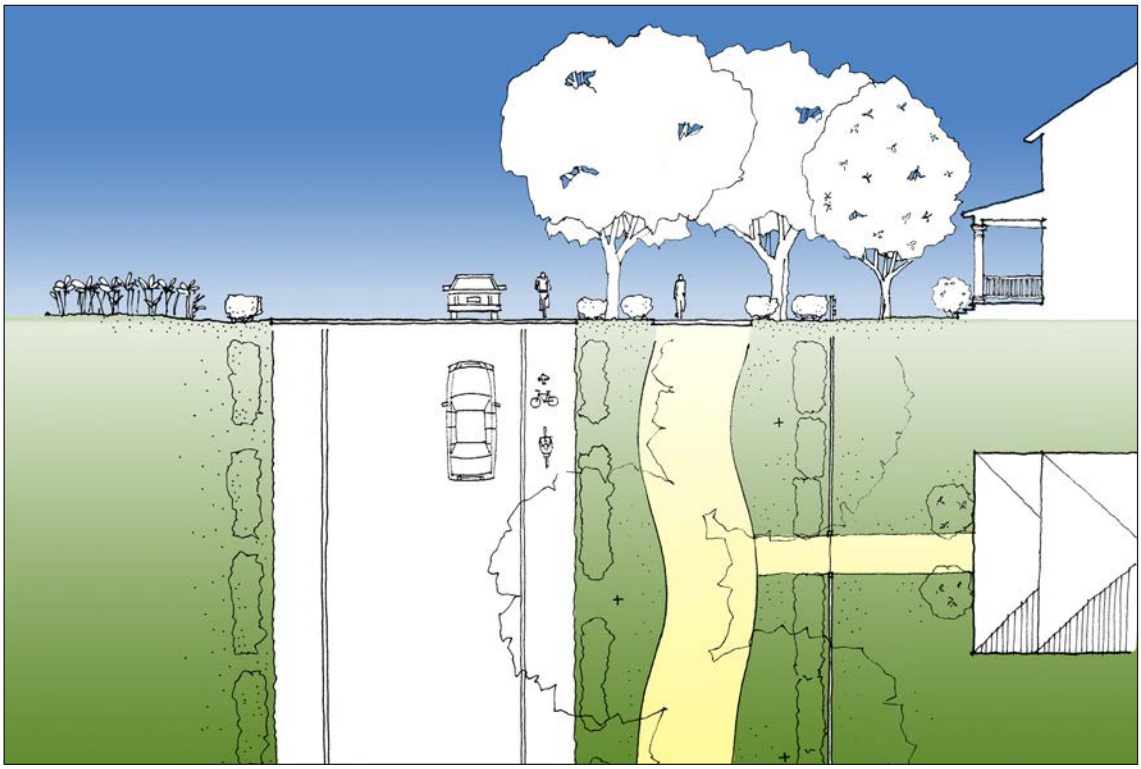
New Mixed Density Block

A residential block that combines duplexes with single-family homes is shown above.

The design team studied how blocks in future growth areas might be developed with a variety of housing types and neighborhood-oriented commercial services. In the diagram at the top of the page on the right, commercial development and apartments are combined on a single block. Attached townhomes would provide affordable housing options next to neighborhood services, while providing a medium density transition from commercial to a predominantly single-family home neighborhood.

In the drawing below, attached corner units are combined with single-family homes on a single block. This enables more affordable housing options within a neighborhood with single-family home characteristics.

Sutter Avenue



The drawing above illustrates the reconstruction of Sutter Avenue in conjunction with new development. Homes would front on a trail and greenway between the street and front yards, providing open space access as a counterpart for small lot houses and attached houses, and a premium amenity for larger single-family homes.

New Southwest Area Park

The design team also explored the potential for a development of public open space that would occur in conjunction with the long term development of land west of Pine Avenue. The drawing on the next page presents a concept for a park that would provide a highly accessible amenity for new homes and residents on the west side of San Joaquin.

Sutter Avenue - Aerial View of New Park

The concept above illustrates how a park space of a scale similar to the current sports park and playground on the northeast side of town might be developed with trees, benches, athletic courts, water features and other elements in coordination and conjunction with future growth between Pine and Sutter Avenue.

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Chapter 6: Implementation

Implementation and Phasing

This section lists specific improvements, an approximate implementation timeline, and potential funding sources for the City of San Joaquin (see Implementation Schedule at the end of this chapter). Factors that will influence the timeline include the availability of funding sources and selection of priorities.

Some short-term projects could begin soon, focusing on projects that will benefit pedestrian safety and comfort while providing visible changes. For example, striping bike lanes or marking high-visibility crosswalks at intersections are noticeable improvements, and would signal that the City is serious about making corridors more walkable.

A number of funding opportunities exist for leveraging City funds to further ideas and construct the projects recommended in this report. These programs offer alternatives for street design, community facilities, and other infrastructure.

Key federal funding sources for walking and bicycling are available. The Federal Highway Administration provides a matrix of funding opportunities at http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm#bp4. Support for accessing these funds can be found through Fresno County's regional transportation agency.

Each of these funding sources is subject to changes in state and federal law, the economy and revenue levels, and project priorities. The following is a summary of programs as they existed at the time of this report.

Federal, State, and Regional Funding Programs

Congestion Mitigation and Air Quality Improvement Program

Funds are directed to areas that are in non-attainment of air quality maintenance areas for ozone, carbon monoxide or particulate matter. Projects that contribute to attainment are eligible including traffic flow improvement programs and bicycle and pedestrian facilities.

For more information, visit:
http://www.fhwa.dot.gov/environment/air_quality/cmaq/

Regional Surface Transportation Program

Apportioned through MPOs and RTPAs, the program provides funding for bicycle and pedestrian facilities, safety improvements and hazard elimination, traffic management systems, intersections with high accident rates or congestion.

For more information, visit:
http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

Safe Routes to School Programs

Caltrans administers state and federally funded Safe Routes to School (SRTS) programs to improve walking and bicycling conditions in and around schools. State grants are primarily focused on infrastructure (capital) projects. Projects for federal funding can include both infrastructure or non-infrastructure (education, encouragement, enforcement and evaluation) categories.

The program seeks to fund projects that incorporate engineering, education, enforcement, encouragement and evaluation components. Engineering is listed first, because that effort creates the durable features that support other local efforts. However, successful programs often require that all 5 "E"s are addressed. Encouragement and Education programs can often be started at low cost and have proven to be very successful in getting more children to walk or bicycle safely to school. Applicants are encouraged to develop their proposals as partnerships of the school, city and community.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

State Transportation Improvement Program (STIP)/
Federal Transportation Improvement Program (FTIP)

This program represents the lion's share of California's state and federal transportation dollars. Three-quarters of the program's funds are earmarked for improvements determined by locally adopted priorities contained in Regional Transportation Improvement Programs (RTIP), submitted by the Fresno Council of Governments (Fresno COG) and other regional transportation planning agencies from around the state.

STIP/FTIP funds can be used for a wide variety of projects, including road rehabilitation, intersections, bicycle and pedestrian facilities, public transit, and other projects that enhance the region's transportation infrastructure. Funding for this program usually occurs every two years.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm
http://fresnocog.org/document.php?pid=272

Transportation Enhancement Activities

Federal Transportation Enhancement funds are for construction projects that are "over and above" normal types of transportation projects. These projects may include street

trees and landscaping along roadways, pedestrian and bicycle access improvements and other scenic beautification. These are apportioned throughout the county.

For more information, visit:
http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm

Bicycle Transportation Account (BTA)

This state fund, administered by the Caltrans Bicycle Facilities Unit, can be used to support bicyclists, including through bike lanes, median crossings, and bicycle/pedestrian signals. Some of San Joaquin's desired bicycle facilities could be funded through this program. Annual BTA funding is projected to be in the range of $7 million a year, statewide.

To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan. Adoption of a plan establishes eligibility for five consecutive funding cycles.

For more information, visit:
http://www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Transportation Development Act (TDA)

TDA provides for two sources of funding to counties: Local Transportation Funds (LTF) and State Transit Assistance (STA). Where TDA funds are not allocated solely to public transportation, TDA may fund other transportation programs, including planning and program activities, and pedestrian and bicycle facilities. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA fund can only be used for transportation planning and mass transportation purposes.

For more information, visit:
http://www.dot.ca.gov/hq/MassTrans/State-TDA.html

Community Development Block Grants (CDBG)

Under the State Small Cities Community Development Block Grant (CDGB) Program, cities and counties may seek funding for a broad range of activities ranging from establishment and operation of revolving loan funds and construction of infrastructure improvements to construction of new housing and community facilities.

Applicants may also seek funding for planning studies and writing grant applications related to these activities. Funding programs under the CDBG Economic Development Allocation include the Planning and Technical Assistance Grants, Over-the-Counter

Grants for public infrastructure associated with private-sector job creation, and Economic Enterprise Fund for small business loans. Applications under the Economic Development Allocation require a job creation/retention component.

Potential projects include street and traffic improvements, water system expansion and improvements, and sewer system expansion and improvements.

For more information, visit:
http://www.hud.gov

California Business, Transportation, and Housing Agency (BTH) Infrastructure State Revolving Fund (ISRF) Program

The Business Transportation and Housing Agency (which includes Caltrans) administers a revolving loan fund for local governments to finance infrastructure improvements, including city streets. Cities may apply for and receive loan funding from $250,000 up to $10 million, with terms of up to 30 years for a broad range of projects. Eligible applicants include cities, counties, special districts, assessment districts, joint powers authorities and redevelopment agencies. Eligible projects include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational features, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment distribution, defense conversion, public safety facilities, and power and communication facilities.

For more information, visit:
http://www.ibank.ca.gov/infrastructure_loans.htm

Urban Greening for Sustainable Communities Grant Program

The Proposition 84 Bond Act of 2006 provided funds for urban greening. The Strategic Growth Council is administering these funds, and anticipates three funding cycles. Cities, counties and nonprofits are eligible to apply for these grants for projects to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens). Funds for street trees and median landscaping might be eligible under this program. Up to 25 percent of the funds may be available for the preparation of comprehensive Urban Greening Plans. Proposal submissions for the second funding cycle concluded in Summer of 2011.

For more information, visit:
http://www.sgc.ca.gov.

Total Roads Improvement Programs (TRIP)

This program offers a huge opportunity for substantial savings by funding street maintenance and improvement projects early. California Communities® offers a pooled securitization program to assist local agencies in bonding against future payments to obtain funding for more projects today. As a pooled public offering, program participants will benefit from reduced issuance costs and better interest rates as compared to stand-alone issues. The program does not require a pledge of the local agency's General Fund.

The Gas Tax Accelerated Street Improvement Program will allow local governments to leverage their State Motor Vehicle Fuel Tax (the "Gas Excise Tax") to finance road improvement projects. The use of proceeds from the Gas Excise Tax, an 18-cent State excise tax collected on fuel sales, is restricted to the maintenance and construction of public streets and highways. The obligations will be secured solely by a pledge of Gas Excise Tax revenues of the participating agencies.

For more information, visit:
http://www.cacommunities.org/

Transportation, Community, and System Preservation (TCSP) Program

The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives.

States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals. Funding is subject to reauthorization beyond Fiscal Year 2011.

For more information, visit:
http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm

Environmental Enhancement and Mitigation Program (EEMP)

The program offers a total of $10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of

a new transportation facility. Grants are awarded in three categories: 1) Highway Landscaping and Urban Forestry Projects that offset vehicular emissions of carbon dioxide; 2) Resource Lands Projects to acquire or enhance resource lands to mitigate the loss or degradation of resource lands lying within or near the right-of-way acquired for transportation improvements; 3) Roadside Recreation Projects to acquire or develop roadside recreational opportunities.

The Guidelines and Application are published by the Natural Resources Agency each year. The Natural Resources Agency evaluates project proposals and provides a list of recommended projects to the California Transportation Commission (CTC) for consideration. The Department of Transportation administers the approved grants.

For more information, visit:
http://www.resources.ca.gov/eem/

Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) administers traffic safety grant funds to reduce traffic deaths, injuries and economic losses. OTS distributes funds statewide in the form of traffic safety grants that are awarded to political subdivisions of the state based upon certain criteria. OTS develops a yearly Highway Safety Plan (HSP) that identifies the primary highway safety problems in the State and provides potential solutions. Identified in conjunction with the National Highway Traffic Safety Administration, OTS has several priority areas for grant funding, including Police Traffic Services, Emergency Medical Services, Roadway Safety, and Pedestrian and Bicycle Safety. Political subdivisions of the state are eligible to apply for and receive OTS grant funding. In addition to state governmental agencies, state colleges, and state universities, subdivisions of the state include local city and county government agencies, school districts, fire departments, and public emergency services providers. Non-profit, community-based organizations (CBOs) are eligible to apply for funding through a political subdivision of the state. For example, a county department may submit a proposal that includes funding for CBO participation. The CBO funding would be included under contractual services in the proposal budget.

For more information, visit:
http://www.ots.ca.gov/

REMOVE II Program

The REMOVE II Program provides incentives for specific projects that will reduce motor vehicle emissions within the District. Funding could go towards the construction of on- and off-street bicycle paths.

For more information, visit:
http://www.valleyair.org/grant_programs/grantprograms.htm

Measure C Local Transportation-Purpose Funds Program

Twenty-five (25%) percent of the proceeds of the retail transactions and use-tax is allocated to each city and to Fresno County for local priority improvement projects. The distribution of the funds is based on a formula incorporating street miles (25%) and proportionate population (75%), and most importantly, the funds are distributed immediately back to the communities. Funds can apply to construction and maintenance of streets and roads as well as bicycle and pedestrian facilities.

For more information, visit:
http://www.measurec.com/

Local Funding Opportunities

Development Fees

Some cities require developers to install or help pay for infrastructure improvements (streets, sidewalks, transit shelters, bike racks, landscaping, etc.) through individual development agreements. To avoid legal challenge of the City's right to levy these fees, care must be taken to apply this strategy only where there is a clear link establishing that travel generated by the private project will use the facility to be funded with the fees.

Public art funds derived from building projects can also be used for public art projects to enhance target areas.

Special Districts

A special district such as a Business Improvement District (BID) can provide up-front and on-going funding for projects benefiting specific commercial areas. Business-Based Improvement Districts are best suited for marketing, special events, and smaller expenditures like signage. Property-Based BIDs typically generate more revenues and are better suited for more expensive projects like landscaping. Landscaping and lighting districts are also sometimes established for streetscape improvements and maintenance.

Other types of facilities and infrastructure districts are sometimes created for parks, drainage and sewage. Special districts generally assess a charge levied upon parcels of real property within the district's boundaries to pay for "local improvements." Unlike redevelopment, it is necessary to charge an assessment or fee to property owners and/or merchants to fund such a district.

Volunteer Initiatives and Private Donations

In addition to funding sources, programs can be created for volunteer initiatives such as "Adopt-a" programs where individuals or groups engage in beautification projects such as tree plantings, or monitoring and keeping up local transit shelters. Local artists,

art centers, or school art programs can be partners in community-based projects to create distinctive public artwork, transit shelters, sculptures, water features, or other amenities. Private donors or businesses can be solicited to sponsor downtown enhancement activities. These programs can be led by the City or by other community organizations.

Potential Projects Summary

Projects and Implementation Schedule	Short-term (1-2 years)	Mid-term (5-10 years)	Long-term (10+ years)	Possible funding sources
Gateways				
Gateway monument signage at Colorado/Sutter Avenue		x		D
Gateway monument signage at Manning/Sutter Avenue	x			D
Gateway monument signage at Manning/Placer Avenue		x		D
Wayfinding ("to downtown") signage at Manning Avenue/ Main Street	x			BID
Wayfinding ("to downtown") signage at Manning/Colorado Avenue	x			BID
Gateway monument signage at Placer/Elm/Main Street		x		D
Pedestrian and Bicycle Improvements				
Determine preferred alternatives for Main and 9th Streets	x			
Stripe bike lanes on 9th and Main Streets	x			CMAQ, RSTP, BTA, SR2S, C
Add sidewalks both sides on Main Street		x		CMAQ, RSTP, RTIP, SR2S, C
Street tree planting with large canopy species in coordination with planters or medians on 9th and Main Streets		x		TEA, C, CUFG
Improve diagonal parking and remove center stripe in front of school on 9th Street and Nevada Avenue	x			RTIP, ISRF, SR2S
Stripe bike lanes on California Avenue (remove diagonal on-street parking)	x			CMAQ, RSTP, BTA, SR2S, C
Add curb and gutter on southwest side of Colorado Avenue from Sutter Avenue to 5th Street	x			RSTP (funding partially secured)
Complete sidewalks both sides of Colorado Avenue from Sutter Avenue to 5th Street		x		CMAQ, RSTP, RTIP, C, D
Reduce travel lane widths and complete bike lanes on Colorado Avenue from Sutter Avenue to to Manning Avenue	x			RTIP, ISRF
Complete sidewalks and add pedestrian streetlights and street trees both sides of Colorado Avenue from Sutter Avenue to 5th Street		x		CMAQ, RSTP, RTIP, TEA, C, CUFG, D

Key to Possible Funding Sources:

CMAQ	Congestion Mitigation and Air Quality Improvement Program
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Programs
TEA	Transportation Enhancement Activities
BTA	Bicycle Transportation Account
SR2S	Safe Routes to School Programs
CDBG	Community Development Block Grants
ISRF	Infrastructure State Revolving Fund
TRIP	Total Roads Improvement Program
CUFG	Cal Fire Urban Forestry Grants
C	Measure C Local Transportation-Purpose Funds Program
D	Development fees
BID	Business Improvement District
V	Volunteer initiatives
PI	Private Investment

Projects and Implementation Schedule	Short-term (1-2 years)	Mid-term (5-10 years)	Long-term (10+ years)	Possible funding sources
Main and 9th Street intersection with Colorado Avenue: add high visibility crosswalks and enhanced pedestrian signage	x			RSTP, RTIP, TEA, SR2S, C
Main and 9th Street intersection with Colorado Avenue: add curb extensions		x		RSTP, RTIP, TEA, ISRF, SR2S, C
Main and 9th Streets at railroad crossing: add painted path and buffers	x			RSTP, RTIP, TEA, ISRF, SR2S, C
Main and 9th Streets at railroad crossing: convert painted path to paved sidewalk		x		RSTP, RTIP, TEA, ISRF, SR2S, C
Add bike lanes on Manning Avenue between Sutter Avenue and Colorado Avenue	x			CMAQ, RSTP, BTA, SR2S, C
Realign skewed intersections/add curb extensions on Manning Avenue between Sutter Avenue and Colorado Avenue			x	RSTP, RTIP, ISRF, C
Construct Sports Park Trail	x			CMAQ (funding secured)
Extend Sports Park Trail parallel to Elm Avenue on north side between street and canal		x		CMAQ, REMOVE II, C, D
Construct perimeter trail segments in conjunction with new development			x	CMAQ, REMOVE II, C, D
Revitalization and Future Growth Strategies				
Determine preferred alternative for Main Street	x			
Work with property owners to develop small plaza/outdoor activity space on Main Street		x		PI, BID
Develop citywide street tree plan and tree planting program		x		CUFG
Develop ordinance and building standards for accessory dwelling units		x		
Update zoning code and development standards to enable and encourage creation of mixed-use, mixed density new neighborhoods		x		
		x		

Key to Possible Funding Sources:

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Appendix

Appendix A:

Outreach Flyers

PLAN THE FUTURE OF SAN JOAQUIN!

COMMUNITY MEETINGS

Join your friends and neighbors to share your ideas and discuss ways to enhance our city.

A team of design experts will turn your ideas into a plan to improve walking and bicycling, beautify streets, create places for children to play and people to gather, and attract new investment in the community.

For more information:
Erika Mejia
559.693.4311 ext. 14
Or visit City Hall with any questions

Hosted by the City of San Joaquin with the Local Government Commission

Funded by a Caltrans Environmental Justice Transportation Planning Grant

Please Join Us!

Tuesday, October 11

❑ Downtown Walk
4:30 - 5:30 p.m.

❑ Design Your neighborhood
5:30 - 8:00 p.m.

VFW Hall
22001 West Manning Ave

Thursday, October 13

❑ Review the Plan
7:15 - 8:30 p.m.

VFW Hall
22001 West Manning Ave

Food, Refreshments & Child Care at All Events!

¡Ayude a planear el futuro de San Joaquín!

REUNIONES DE LA COMUNIDAD

Únete a tus amigos y vecinos para compartir ideas y discutir como mejorar nuestra ciudad.

Un equipo de expertos en diseño tomarán sus ideas y prepararán un plan para mejorar las condiciones para caminar y andar en bicicleta, embellecer las calles, crear lugares para que los niños puedan jugar, y atraer nuevas inversiones a la comunidad.

Para más información comuníquese con:
Erika Mejia, 559-693-4311 extensión 14 o visite la oficina de la ciudad (City Hall)

Patrocinado por la Ciudad de San Joaquín con ayuda de la Local Government Commission.

Financiado por Caltrans Environmental Justice Transportation Planning Grant

¡Por favor participe!

Martes, 11 de octubre

❑ Caminata en el centro
4:30 a 5:30 de la tarde

❑ Diseñe su vecindario
5:30 a 8:00 de la noche

VFW Hall
22001 West Manning Ave

Jueves, 13 de octubre

❑ Revise el plan
7:15 a 8:30 de la noche

VFW Hall
22001 West Manning Ave

Comida, refrigerio y guardería para los niños en todos los eventos

Outreach Posters

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VFW Hall, 22001 West Manning Ave.

Jueves, 13 de octubre

- **Revise el plan**
  7:00 a 8:30 de la noche

Senior Center, 8700 9th Street

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Funded by a Caltrans Environmental Justice Transportation Planning Grant

Meeting and Public Events Attendees

Adrian Vasquez
Amarpreet Dhaliwal
Araceli Avalos
Alejandro Lopez
Alex Parteshawver
Araceli Lopez
Berta Carrillo
B Garcia
Betty R. Vauego
Catalina Zeala
Christian Gallegos
Claudia Castillo
Concepcion Manzo
Cristina Covarrubia
Edma Murizian
Emilia Arreola
Emiliano Maravilla
Ermequita Avalos
Gary Horn
Gustavo Castillo
Hector Zamora
Hector Valencia
Ivette Rodriguez
Jennifer Bryan-Sanchez
Jesse Gloria
Jose Echeverria
Josefina Estrada
Jose Luis Lopez
Juan Echeverria
Juan G Reyes
Leonel Ramirez
Leonel Zamora
Leticia Suarez
Luis Lopez
M Dolores Castellanos
Ma. Rosario Castro
Maria L. Casillar
Maria Ramirez
Mark Gallegos
Marta Frausto
Mauro Botello
Miguel A. Avalos
Pablo Pimentel R.
Ramon Vazquez
Raul Suarez
Roberto Berber
Roberto Torres
Roberto Maravilla
Rocio Avalos
Rosa Reyes
Santiago
Saul Zamora
Sergio
Silcia Zamola
Silvia Diaz
Vianey Magallon
Thelma Tvei