PRESS RELEASE
San Joaquin Council of Governments

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Contact: Nicole Gorham, 235-0582
gorham@sjcog.org

SJCOG Board Awards $19.63 Million in Measure K Bicycle, Pedestrian, & Safe Routes to School Program and Smart Growth Incentive Program Funds

STOCKTON— At their February 22nd meeting, the SJCOG Board awarded a total of $19.63 million of competitive funding from the Measure K Bicycle, Pedestrian, and Safe Routes to School Program and the Measure K Smart Growth Incentive Program to 21 projects and plans.

The Measure K Bicycle, Pedestrian, and Safe Routes to School Program provides funding to help expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County. The Measure K Smart Growth Incentive program provides funding for infrastructure enhancements that will assist local agencies to better integrate transportation and land use. These funds are used to support infill development, neighborhood revitalization, and downtown improvements.

SJCOG received far more applications than it was able to fund. A total of 40 applications were received requesting more than $39 million in funding.

“Measure K helps provide vital transportation funding for our region,” said San Joaquin County Supervisor and SJCOG Chair Kathy Miller. “These important projects will help meet the mobility needs for people of all ages and abilities throughout San Joaquin County by improving and enhancing the existing bicycle and pedestrian network and providing safe routes to schools. These projects will help improve safety and support infill development and neighborhood revitalization throughout our region.”

San Joaquin Council of Governments is a joint powers authority comprised of the County of San Joaquin and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The agency serves as the federally-designated metropolitan planning organization, the state-designated regional transportation planning agency, the implementing agency for the habitat conservation program, and the local transportation authority (overseeing Measure K, the local half-cent transportation sales tax) for the San Joaquin region. For more information, visit sjcog.org, follow SJCOG on Facebook and Twitter, or call 209-235-0600.

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### 2017-2021
**Measure K Bicycle, Pedestrian, and Safe Routes to School**
and **Measure K Smart Growth Incentive Program**

**Adopted Projects**

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Total Measure K Awarded</th>
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<td>Escalon</td>
<td>First Street Improvements</td>
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<td>$500,000</td>
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<td>Escalon</td>
<td>Rectangular Rapid Flashing Beacons: 3 Locations</td>
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<td>Lathrop</td>
<td>Warren Avenue Safe Routes to School</td>
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<td><strong>$37,162,572</strong></td>
<td><strong>$19,630,000</strong></td>
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2.76 Miles of Class I Bike Paths

9.47 Miles of Class II Bike Lanes

1.31 Miles of Class III Bike Routes

5.75 Miles of Class IV Separated Bikeways

117 Crosswalks and 12 Flashing Beacons

218 Street Trees

4.32 Miles of Sidewalks

4 Plans and Studies
Measure K Project Descriptions

City of Escalon – First Street Improvements

This project will repair damaged sidewalks, close sidewalk gaps, install high visibility crosswalks, plant landscaping to provide a buffer strip between pedestrians and traffic, and improve ADA access across the BNSF railroad tracks on First St between McHenry Ave and Main St in Escalon.

City of Escalon – Rectangular Rapid Flashing Beacons: 3 Locations

This project will install three Rapid Rectangular Flashing Beacons (RRFB) in conjunction with high visibility crosswalk striping to increase safety and connectivity for pedestrians at crosswalks in Escalon on Escalon Road between Arthur Road and Miller Ave, California St (State Route 120) at Sacramento St, and Jackson Ave (State Route 120) at Elizabeth Ave in Escalon.

City of Lathrop – Warren Avenue Safe Routes to School

This project will implement Safe Routes to School improvements including new curb and gutter and ADA improvements on sidewalks, driveways and curb ramps along Warren Avenue in Lathrop in order to provide pedestrian connectivity through to Joseph Widmer Jr. Elementary School. The project includes a parking, curb and gutter, and sidewalks on both sides of the road. The project will close the sidewalk gap between Reverend Maurice Cotton Drive and Jasper Street.

City of Lodi – Church Street Road Diet Project

The Church Street Road Diet will install Class II bike lanes, enhance pedestrian facilities and intersection crossings by reducing the existing traveled four-lanes to two-lanes on Church Street between Lodi Avenue and Lockeford Street in Lodi. Improvements will include replacement of damaged sidewalks, installation of accessible curb ramps with updated pedestrian push buttons, traffic signal improvements including separated left turn phases and pedestrians countdown heads, enhanced crosswalks and traffic signal video detection for bicyclists.

City of Manteca – Yosemite Avenue Pavement Improvement Project - Bike Lanes

This project is located in the City of Manteca, on Yosemite Avenue between Main Street and Cottage Avenue. This area is an urban area with a high traffic volume and limited bicycle and pedestrian improvements. The project will provide bicyclists with a Class II bike lane that includes distinctive green lane coloring and pedestrian crossing improvements at various intersections.

City of Manteca – Union Interchange – Multi-use Path

The project is located in the City of Manteca, on Union Road at the State Route 120 Interchange. As part of the modification and upgrade the existing interchange into the first Divergent Diamond Interchange in California, this project will construct bicycle and pedestrian improvements consisting of access improvements, Class II Bike Lanes, and a grade separated Class I multiuse path with under crossings at the East bound on ramp and the West bound off ramp.
City of Manteca – Yosemite Avenue Pavement Improvement Project - Bike Lanes

This project is located in the City of Manteca, on Main Street between Yosemite Avenue and Atherton Drive. Main Street lacks adequate bicycle and pedestrian crossing facilities. Main Street also lacks bicycle and pedestrian crossing improvements at the State Route 120 overpass creating a barrier between residents and amenities located on either side of State Route 120. The construction of this project will provide bicyclists with a clearly marked Class II bike lane that includes distinctive green lane coloring.

City of Manteca – Non-Motorized Transportation Plan

The City will update the adopted 2003 Manteca Bike Master Plan to include all forms of non-motorized transportation by reviewing the existing transportation infrastructure, identifying deficiencies, developing and prioritizing potential projects, holding public meetings to identify community needs, and compiling all findings into a single plan that can be used to guide development and procure project funding through a variety of State and Federal funding sources.

City of Ripon – Doak Boulevard Shared-Use Path

The proposed project will close gaps and provide connectivity to address deficiency in the existing path which directly serves the disadvantaged community. The project will fill two gaps along the Doak Boulevard corridor that runs the width of the City providing 1.6 miles of shared-use path. The infill improvements will provide an accessible path, remove barriers along Doak Boulevard and provide connectivity to existing paths within the City.

City of Ripon – Lower Stanislaus River Multi-Use Trail

This project will construct 1.8 miles of Class I trail to replace the existing dirt path on the west and east ends of the Lower Stanislaus River trail, closing trail gaps, and removing active transportation barriers which will result in an interconnected trail system within the City and regional trails. The project area extends the Lower Stanislaus River Trail, on the west end by connecting South Jack Tone Road to the Stanislaus River and the east end from Stockton Avenue to Parallel Road. This project expands the existing active transportation network, fills in gaps and links the disadvantaged neighborhoods in the southern portion of the City to parks, schools, recreational areas and connects existing trails on the east and west side of State Route 99 and the Union Pacific Railroad.

San Joaquin Regional Transit District (RTD) – Stockton Transit Bike Share Study

This plan will determine the feasibility, potential design, and requirements to implement a bike share program. The plan will evaluate implementation of bike share programs by other agencies, assess the applicability of a bike share program within Stockton, and estimate the total cost to implement and maintain a bike share program. The project benefits include increased connectivity, a more seamless system of public transportation, promotion of active transportation options, and the enhancement of the existing bicycle network. The project will be located within the San Joaquin County throughout RTD's system of public transportation. This bike share program would be implemented within RTD's service area and surrounding areas within biking distance.
San Joaquin Regional Rail Commission – East Channel Street Streetscape and Connectivity Project

The East Channel Street Streetscape and Connectivity Project addresses extremely substandard street conditions along East Channel Street, which reduces walkability and connectivity. The project will strengthen pedestrian connections and amenities along the street, with the primary goal of better connecting Cabral Station, the Downtown Transit Center, and the Waterfront/Entertainments Districts in Stockton. With an emphasis on strengthening active transportation connections through widened sidewalks/bulb-outs, ADA infrastructure, high visibility crosswalks, Class III Bike Routes, pedestrian-scale lighting, and street trees, this project will encourage multi-modal trips while furthering revitalization efforts in Downtown Stockton.

City of Stockton – Miner Avenue Complete Streets Median Improvements

The Miner Avenue Complete Streets Project is a 10-block conversion of Miner Avenue, from Center Street to Aurora Street, from four lanes to two lanes (one lane in each direction), adding Class II bicycle lanes, landscaped medians, parklets, and improving deficient sidewalks to improve safety of pedestrians and bicyclists. Measure K funding will be used specifically for the landscaped median work, associated utility relocations, as well as construction of two parklets as part of the overall project.

City of Stockton – Safe Routes to School Priority Safety Projects

This project will construct crossing improvements, including new raised medians, curb and gutter, curb ramps and high visibility crosswalk signing and striping to improve safety and accessibility for pedestrians at locations throughout the City of Stockton. The project will also restripe roadways to provide new bicycle facilities along routes to schools as identified in the City of Stockton Safe Routes to School (SRTS) Plan.

City of Stockton – California Street Road Diet Phase 1.

The California Street Road Diet extends from Alpine Avenue to El Dorado Street in Stockton. This corridor is intended to function as Stockton’s bicycle spine that would connect North and Central Stockton through the downtown with South Stockton. This north/south facility would connect seven east/west backbone facilities throughout Stockton. This project would include final design for the entire project (4.3 miles), as well as construction funding for Phase 1 from Alpine Avenue to Miner Avenue (1.8 miles). Class IV separated bikeways would be implemented between Alpine Avenue and Hazelton Avenue, Class II buffered bicycle lanes would be implemented between Hazelton Avenue and Dr. Martin Luther King Jr. Boulevard, and Class II bicycle lanes would be striped between Dr. Martin Luther King Jr. Blvd and El Dorado St.

City of Stockton – South Airport Way Separated Bikeway

South Airport Way in south Stockton has four lanes of traffic and carries substantial truck traffic. The project would install separated bike lanes with vertical delineator posts along South Airport Way between Martin Luther King Jr. Blvd and Performance Drive to provide low-stress bicycle access between southeast Stockton and downtown. The proposed improvements will also close gaps between existing sidewalks along South Airport Way and improve access to multiple schools, the San Joaquin County Fairgrounds, Williams Brotherhood Park, and provide connectivity between residences and transit, employment and commercial activity centers.
City of Stockton - Main Street Complete Streets

Main Street in eastern Stockton consists of four vehicle lanes without bicycle lanes, poor lighting for pedestrians, and failed sidewalks with inaccessible ramps. The project will reduce sections of four-lane road will be reduced to two vehicle lanes with buffered bicycle lanes between Aurora Street and the State Route 99 overcrossing. Areas of one-way road will be reduced by one vehicle lane in order to provide a bicycle lane. The project will also install street lighting, repair failed sidewalks, upgrade curb ramps for ADA compliance and remove conflict points of driveways. Measure K funding will be used to complete the preliminary engineering and environmental phase of this project.

City of Stockton – Central Stockton Road Diet and Striping Connections Construction

The project is located in Central Stockton, and runs along Fremont Street, Madison Street, Acacia Street, and Monte Diablo Avenue to create an east/west bicycle connection for five north/south backbone bicycles facilities in central Stockton. The project will construct east/west bicycle facilities on Monte Diablo Ave and Acacia Street from Louis Park to California Street, and on Fremont Street from Baker Street to El Dorado Street. The Madison Street Bicycle Lanes would serve as a north/south connector between the project’s east/west bicycle facilities, and would extend from Harding Way to Fremont Street.

City of Stockton – Safe Routes to School Sidewalk Network Completion Project

This project construct concrete sidewalks, including new curb and gutter, curb ramps and high visibility crosswalks at existing crossings to close gaps in the existing sidewalk network and improve safety and connectivity for pedestrians along priority routes to schools as identified in the City of Stockton Safe Routes to School (SRTS) Plan. Improvements will be constructed at seven locations at Van Buren Elementary School, John Adams Elementary School, and Great Valley Elementary School.

City of Stockton – Pacific Avenue Complete Streets Corridor Study

The Pacific Avenue Complete Streets Corridor Study will study the feasibility of separated or enhanced bikeways from Lower Sacramento Road to Harding Way. The Pacific Avenue corridor is one of four north/south facilities in the backbone (“low-stress”) network from the Bicycle Master Plan and. Pacific Avenue currently has high levels of bicycle ridership, but also experiences a high number of bicycle-related collisions. The cross-section varies throughout the corridor, ranging from a six-lane arterial with no parking to a three-lane facility with parking. The Study covers the full length of Pacific Avenue from Harding Way north to Lower Sacramento Road. The corridor is a key north/south route linking central and north Stockton. Pacific Avenue provides direct connection to University of the Pacific, San Joaquin Delta College, Calaveras River Path, the Miracle Mile District, and numerous other destinations.

City of Tracy – Tracy Boulevard Sidewalk

Tracy Boulevard is a four-lane arterial with frontage improvements and a landscaped median island. A segment of the road north and south of Gandy Dancer Drive does not have sidewalk on the east side. The project will construct concrete sidewalk on the east side of the street to close the gap of missing sidewalk between south of Valpico Road and Whispering Wind Drive to help improve pedestrian access to the Tracy ACE Station.