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San Joaquin County

Sidewalk Connectivity Plan



SAN JOAQUIN
COUNTY



Fehr & Peers

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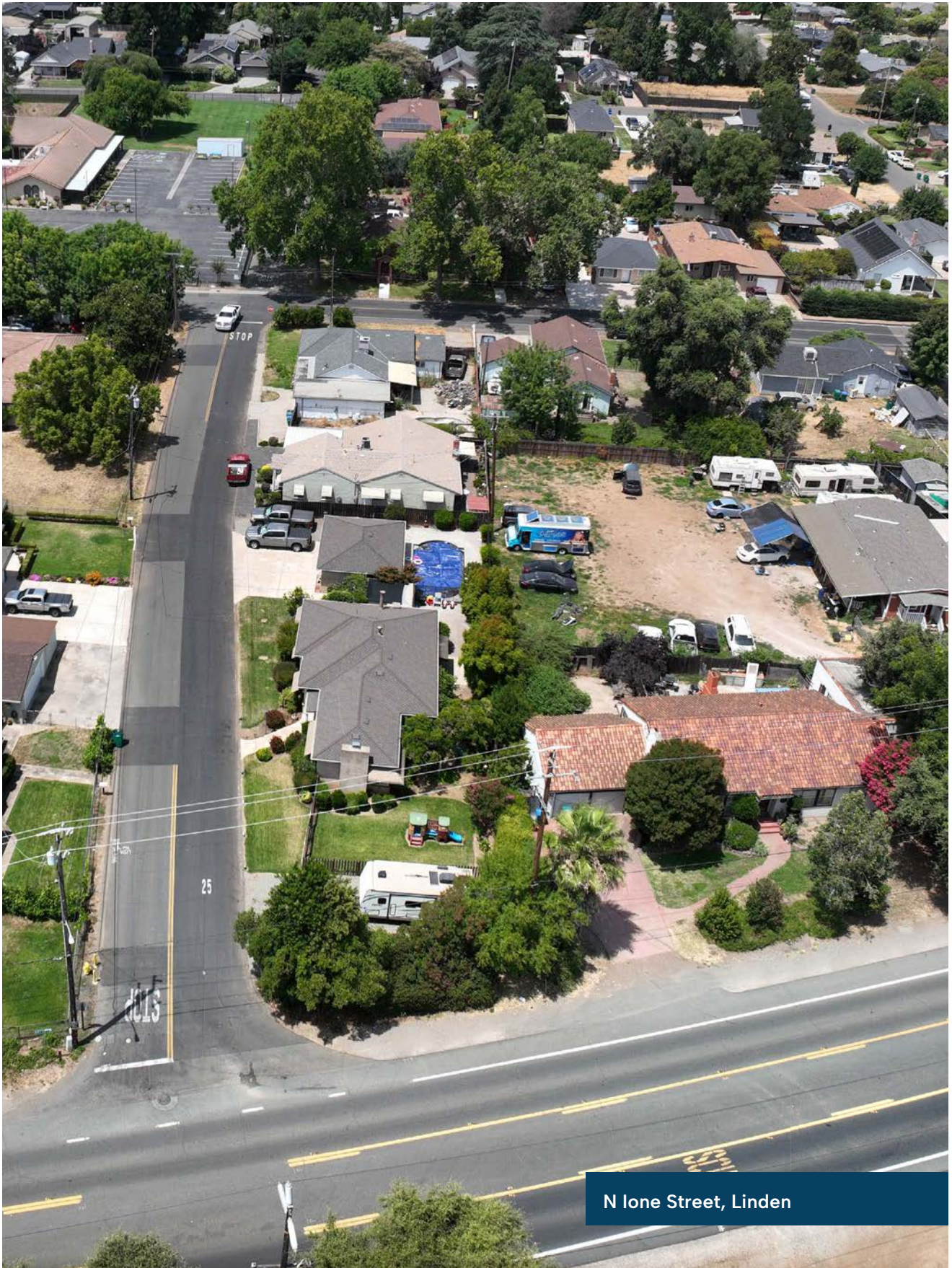
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N Lone Street, Linden

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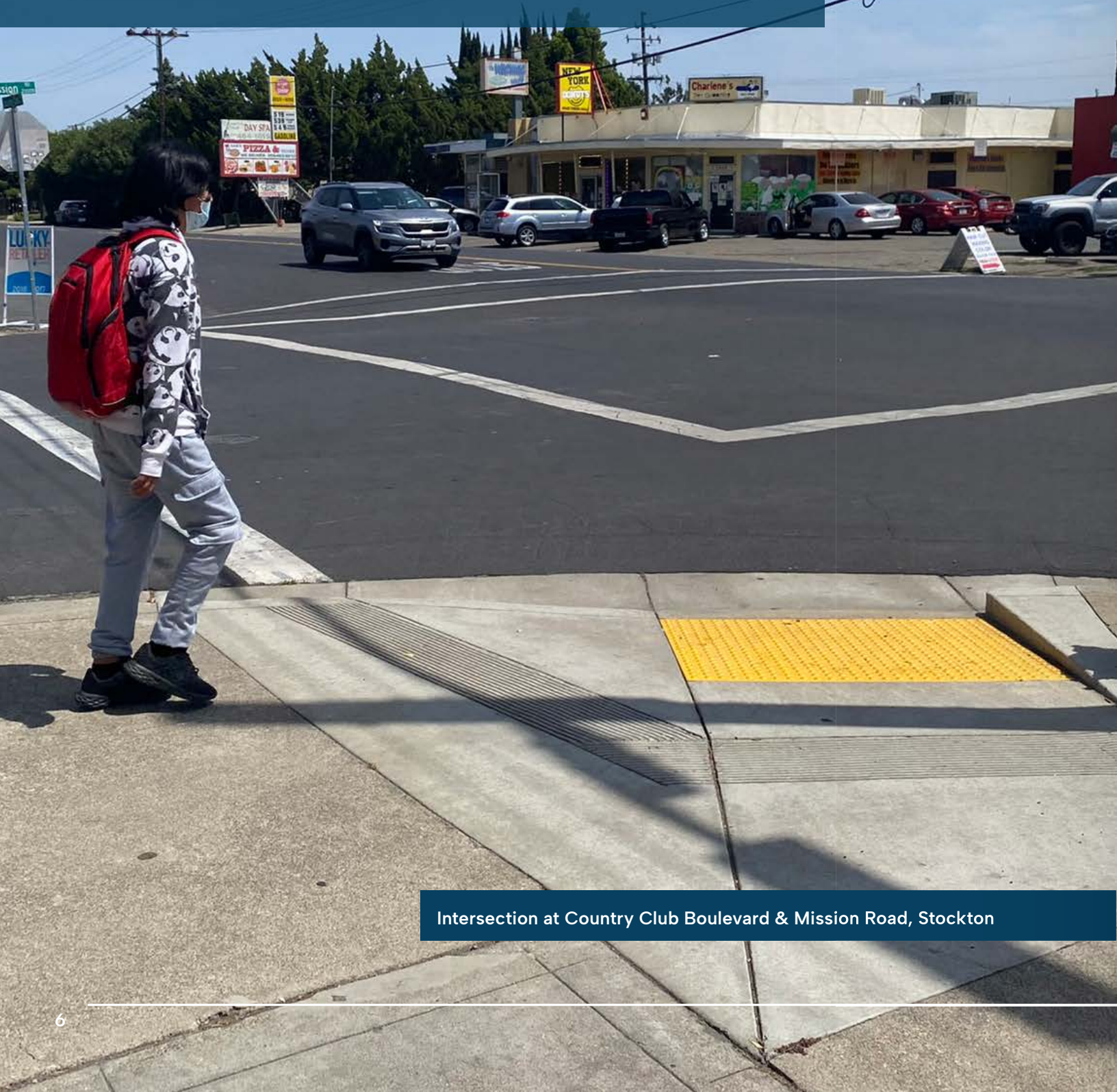
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Residents should be able to safely walk to parks, schools, local businesses, and community events without feeling like they are taking a risk every time they leave their neighborhood.

– Resident



Intersection at Country Club Boulevard & Mission Road, Stockton



01

Introduction

Why Sidewalks Matter in San Joaquin County

Sidewalks are a fundamental part of everyday travel. Whether going to school, work, seeking exercise or recreational opportunities, using a mobility device, or simply traveling to or from a vehicle, everyone interacts with the pedestrian network on a regular basis. Within communities and neighborhoods, a well-connected sidewalk network can be a fundamental part of community well-being.

In recognition of this, San Joaquin County sought and received grant funding to develop this Sidewalk Connectivity Plan. The purpose of this Plan is to develop a comprehensive inventory of existing sidewalk and crossing facilities in unincorporated population areas of the County, document gaps in the sidewalk network, engage with residents to understand their needs, and establish a prioritization framework that the County can use to identify and implement sidewalk projects.

The Study Area

The County's Department of Public Works is responsible for nearly 1,600 miles of roadway. While many of these roads serve primarily rural and agricultural areas where sidewalks may not be needed or appropriate, many roads also create the transportation fabric of unincorporated communities and population

centers. As such, this plan focuses on a subset of approximately 460 miles of roadway that serve residential areas, schools, civic destinations, and community amenities. Over 700 miles of sidewalk gaps were identified within the study area.

How the Plan Was Developed

1

Goals and Policy Review Framework

A review of existing County policies and plans to guide the identification of project goals.

2

Initial Community Engagement

Early connection with the community provided insights to the challenges and barriers faced in every day mobility.

5

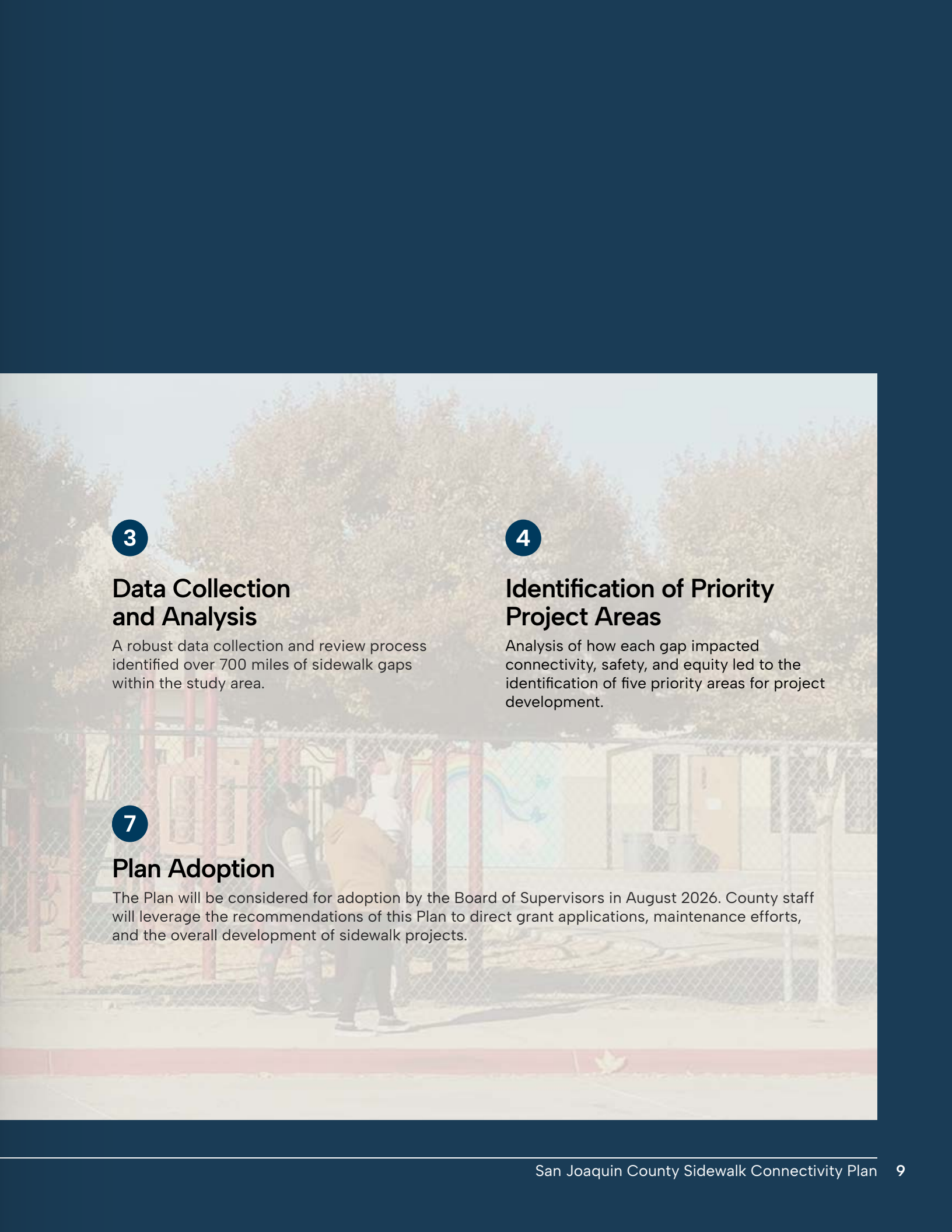
Community Feedback

Focused in-person outreach provided valuable feedback from residents and stakeholders in each of the priority project areas.

6

Documentation and Plan Development

Community input, project feasibility, and implementation considerations were developed into this document.

A background image showing a playground with children playing on equipment, surrounded by trees with autumn foliage. The image is slightly faded to allow text to be read over it.

3

Data Collection and Analysis

A robust data collection and review process identified over 700 miles of sidewalk gaps within the study area.

4

Identification of Priority Project Areas

Analysis of how each gap impacted connectivity, safety, and equity led to the identification of five priority areas for project development.

7

Plan Adoption

The Plan will be considered for adoption by the Board of Supervisors in August 2026. County staff will leverage the recommendations of this Plan to direct grant applications, maintenance efforts, and the overall development of sidewalk projects.

A People-Powered Planning Process

Community feedback and engagement was a critical part of understanding how and why people interact with the existing pedestrian network, and what barriers they experience in daily travel. A comprehensive public outreach program comprised of virtual workshops, in-person meetings, pop up events, online tools, and a community survey was critical to ensure that technical data was grounded in the real-world experience of San Joaquin County residents. Additional details on the engagement activities and results can be found in [Chapter 3](#).

How to Use This Plan

This document is intended as a user-friendly summary of a robust data collection and analysis effort. A companion web resource has been developed that visualizes the assorted datasets collected and created through this project, as discussed further in [Chapter 4](#). The online companion to this report can be viewed on the San Joaquin County Department of Public Works [website](#).

Readers of this Plan and the accompanying website are encouraged to consider the following perspectives:

1

County staff can use this Plan to identify priority gaps, support grant applications, and coordinate sidewalk improvements with maintenance, development, drainage, and roadway projects.

2

Community members can use it to understand how priorities were identified and track future implementation.





3

Decision-makers can use it to guide funding, project selection, and policy direction.

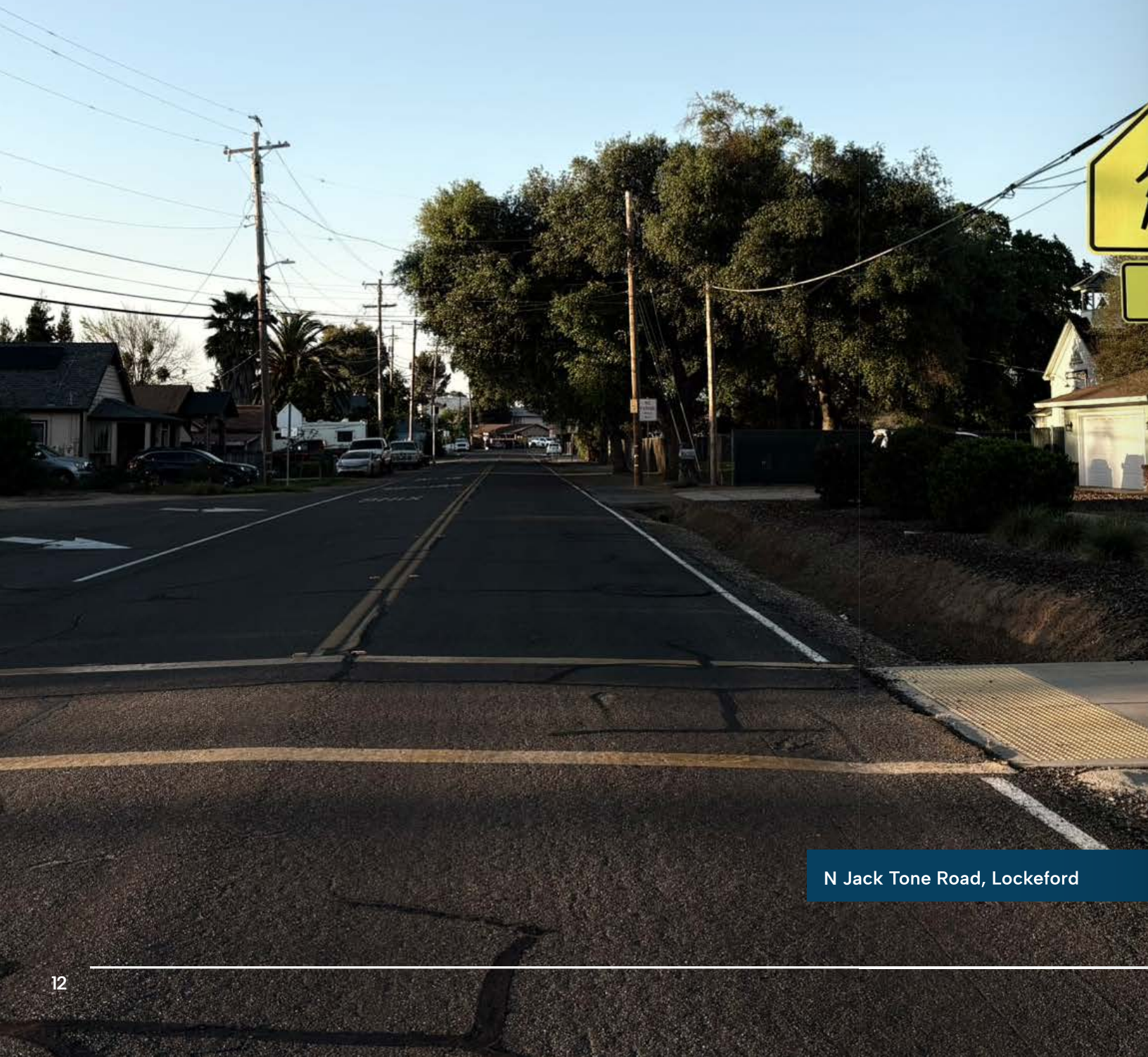
4

Partner agencies can use it to coordinate connections to transit, schools, cities, and regional active transportation investments.

“

There are many roads in Lockeford where people are expected to walk along the edge of the roadway because sidewalks either do not exist or suddenly end. This is especially difficult for children walking to school, seniors trying to stay active, and families pushing strollers.

– Lockeford Resident



N Jack Tone Road, Lockeford



02

A Vision for Better Sidewalks

This chapter outlines a set of goals and objectives used to develop this Plan, along with relevant policies from existing San Joaquin County guiding documents. These goals are intended to serve as guidance for the San Joaquin County Department of Public Works in the development of sidewalk and pedestrian projects.



Goals and Objectives

This section presents a set of goals and objectives for the Sidewalk Connectivity Plan. These elements are based on existing transportation and roadway safety policy documents, including the County

General Plan, Local Roadway Safety Plan (LRSP), and Bicycle Master Plan (BMP), as well as input from San Joaquin County Department of Public Works (SJCDPW) staff.



Goal 1

Enhance pedestrian safety throughout the County

- Improve safety for pedestrians by understanding and addressing collision trends and applying proven countermeasures.
- Develop and implement a program for installing enhanced pedestrian crossing treatments at high-risk locations.



Goal 2

Create a continuous and integrated pedestrian network

- Create a comprehensive database of the presence of sidewalks and marked crosswalks throughout the unincorporated County.
- Coordinate with neighboring jurisdictions to ensure connectivity of pedestrian networks across communities.
- Develop a long-term plan for creating continuous pedestrian corridors that connect major destinations within and between communities.



Goal 3

Ensure equitable access to pedestrian infrastructure for all users

- Identify sidewalk connectivity to various Points of Interest including schools, employment and business areas, and recreational activities.
- Prioritize sidewalk infrastructure in communities where residents may be more reliant on walking as a primary method of transportation.



Goal 4

Promote walking as a means to improve community health and environmental sustainability

- Integrate pedestrian infrastructure improvements with local health initiatives and programs.

Related Plans and Policies

Transportation and infrastructure within the County is governed by multiple existing documents that guide policy and goals, and provided a framework for the development of the goals in this Plan. A summary of relevant documents is provided below.

San Joaquin County General Plan

The County's General Plan highlights the need for encouraging public transit service and pedestrian and bicycle facility improvements that will link residents to work, shopping, and leisure destinations. The General Plan also includes policies to require new rural and urban complete streets in new developments and the potential reconstruction of streets that do not have bicycle and pedestrian amenities if there is community support and is financially feasible. The following goals and policies support the expansion of the existing bicycle and pedestrian network.

Goal TM-1

To maintain a comprehensive and coordinated multimodal transportation system that enhances the mobility of people; improves the environment; and is safe, efficient, and cost effective.

- **Policy TM-1.3** Multimodal Systems: The County shall encourage, where appropriate, development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas (GHG) emissions.
- **Policy TM-1.10** Eliminate Gaps: The County shall strive to eliminate "gaps" in roadways, bikeways, and pedestrian networks by planning and seeking funding to construct grade-separated crossings of rail lines, canals, creeks, and other barriers to improve connectivity and encourage construction of new bikeways and pedestrian ways in and between existing communities, where appropriate.

Goal TM-2

To improve County roadways to include pedestrian, bicycle, and transit facilities to better serve people who use these active transportation modes.

Goal TM-4

To maintain and expand a safe, continuous, and convenient bicycle system and pedestrian network.

- **Policy TM-4.1:** Pedestrian and Bicycle Network Continuity: The County shall strive to eliminate gaps in the rural bicycle network by constructing or designating new bicycle facilities, where appropriate, and in accordance with the San Joaquin County Bicycle Master Plan.
- **Policy TM-4.4:** Safe Pedestrian Crossings: The County shall continue to enhance pedestrian safety at intersections in Urban and Rural Communities and City Fringe Areas by providing safe, well-placed pedestrian crossings, bulb-outs that reduce crossing widths, and/or audio sound warnings, where applicable, warranted, and financially feasible.
- **Policy TM-4.11:** Pedestrian Planning: The County shall consider the safety and accessibility of pedestrians when producing transportation plans, studies, and reports.
- **Policy TM-4.12:** Sidewalk Design: The County shall require that sidewalks in Urban Communities and City Fringe Areas be developed at sufficient width to accommodate pedestrians in accordance with the Americans with Disabilities Act (ADA).

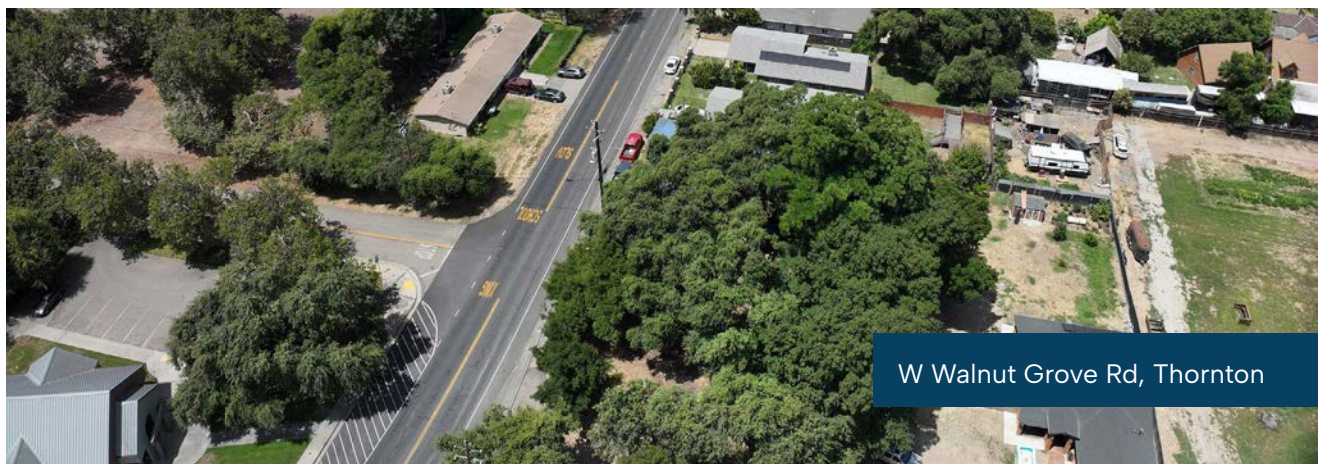
Goal LU-3

Preserve and enhance the character and scale of San Joaquin County's communities and rural areas, including their architectural heritage and historic character.

- **Policy LU-3.4:** Walkable and Bikeable Streets: The County shall encourage new streets within urban and rural communities. The County shall also encourage city fringe areas to be designed and constructed to not only accommodate auto and truck traffic, but also to serve as comfortable pedestrian and cyclist environments and to reflect public health goals by encouraging

physical activity. These fringe areas should include, but not be limited to the following:

- Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate.
- Minimal curb cuts along streets and sidewalks on both sides of streets.
- Bicycle lanes and walking paths, where feasible, on collectors and arterials, and traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables.



San Joaquin County Local Roadway Safety Plan

The San Joaquin County Local Roadway Safety Plan (LRSP, 2022) provides a framework for developing a comprehensive transportation safety management program to proactively identify potential safety issues in the unincorporated areas of the County and to apply strategic and proven solutions to address them.

The LRSP's goals include the following:

1. Create a culture that promotes and prioritizes roadway safety
2. Educate the community about safe travel practices
3. Reduce fatal and serious injury collisions for all road users
4. Collaborate with multidisciplinary partners to implement safety strategies
5. Address High Injury Network locations using proven countermeasures and strategies
6. Implement proven safety solutions systematically

to help prevent collisions from occurring

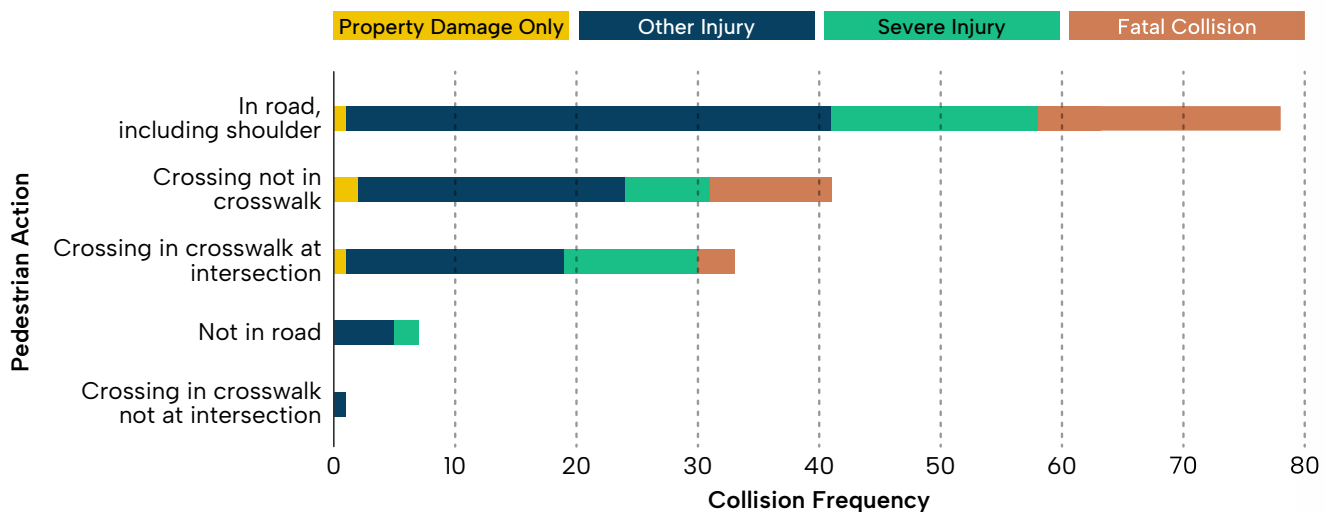
7. Enable innovative safety solutions to reduce the risk of collisions
8. Encourage partnerships in implementing countermeasures and strategies
9. Share information related to traffic safety data and strategies being implemented

Per the LRSP, pedestrians and bicyclists are overrepresented in fatal and serious injury collisions. Pedestrians and bicyclists are each involved in only 1% of reported collisions but are involved in 16% and 5% of fatal collisions, respectively, and 7% and 5% of serious injury collisions. Across the five study years (2015–2019) there was a total of 160 pedestrian-involved collisions. Most pedestrian fatal collisions occurred when the pedestrian was walking not on a sidewalk or was crossing the road (61% of total reported fatal pedestrian collisions).

Table 1. Collision Severity by Road User Involved (2015 – 2019)

	Fatal	Serious Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian-Involved	33 (16%)	37 (7%)	52 (3%)	34 (1%)	4 (<1%)	160 (1%)
Bicycle-Involved	10 (5%)	28 (5%)	65 (4%)	34 (1%)	15 (<1%)	152 (1%)
Vehicle Only or Vehicle-Fixed Object	167 (79%)	492 (88%)	1,401 (93%)	2,495 (98%)	7,700 (99%)	12,255 (98%)
Reported Collisions	210 (100%)	557 (100%)	1,518 (100%)	2,563 (100%)	7,719 (100%)	12,567 (100%)
Severity Share of Reported Collisions	2%	5%	12%	20%	61%	100%

Figure 1. Pedestrian Involved Collisions by Pedestrian Action



Based on recurring collision patterns and trends, the LRSP identified the following emphasis areas relative to pedestrians and bicyclists:

- Pedestrians and bicyclists are overrepresented in fatal and serious injury collisions. These vulnerable road users are involved in 2.4% of reported collisions but are involved in 14.1% of total fatal and serious injury collisions.
- The largest share of pedestrian collisions were “In Road, Including Shoulder” which are collisions that involve a pedestrian walking along a shoulder (paved or unpaved) where no sidewalk is present or in the roadway, not crossing the roadway.

The LRSP additionally proposes countermeasure treatments focused on increasing the visibility of pedestrians and the awareness of drivers approaching a crossing location. These countermeasures include:

- Sidewalk/Shared use path
- Raised crosswalk
- Crosswalk visibility enhancements
- Rectangular Rapid Flashing Beacons
- Pedestrian hybrid beacon
- Pedestrian refuge island



Lockeford Community Center

San Joaquin County Systemic Safety Analysis Report (2020)

The Systemic Safety Analysis Report (SSAR) preceded the LRSP and identifies four goals for roadway safety within unincorporated San Joaquin County:

- Identify areas with an elevated risk for collision
- Develop a systemic process, which can be used to proactively incorporate safety improvements into future maintenance and construction projects
- Analyze safety data to plan future safety improvements for near-, mid-, and long-term
- Define safety projects for future HSIP and other program funding consideration

The SSAR also identified four emphasis areas for safety improvement:

- Eliminate impaired driving collisions
- Improve driver expectancy
- Improve safety on rural roadways
- Implement traffic calming measures

San Joaquin County Bicycle Master Plan Update (2020)

The San Joaquin County Bicycle Master Plan (BMP, 2020) establishes a long-term vision for improving bicycling in San Joaquin County through policy, program, and project recommendations. The BMP addresses the need for additional comfortable

bicycle facilities throughout the county, the existing difficulties crossing highways within the County, and the limited number of people who bike to work or other destinations due to the limited existing bicycle facilities and long travel distances between destinations. The BMP identified a strong existing recreational bicycle riding culture and projects to enhance connectivity of the bicycle network. While the BMP does not explicitly address pedestrian travel, infrastructure that benefits people bicycling, such as Class 1 paths, trails, and enhanced crossings, are also likely to benefit people walking. The BMP project list identifies multiple such locations throughout the county.

The BMP's goals include the following:

- Invest in a high quality, low stress, and efficient bikeway network in San Joaquin County.
- Make the transportation network more accessible to bikes now and in the future.
- Expand ridership by systematically improving safety for people who currently ride bicycles in San Joaquin County and those who may wish to do so in the future.
- Promote ridership and bicycling skills through education and encouragement programs.
- Increase accessibility of bicycling in San Joaquin County by incorporating equity into considerations for bicycle infrastructure investments and programs.

San Joaquin Council of Governments Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS)

The San Joaquin Council of Governments (SJCOG) produces a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) that serves as a long-range transportation plan and guiding document for transportation spending priorities throughout the county. The most recent RTP/SCS, adopted in 2022, contains the following policies and strategies which can be applied to the development of pedestrian infrastructure:

Policy: Maximize Mobility and Accessibility

- **Strategy No. 5:** Optimize the public transportation system to provide efficient and convenient access for users of all income levels.
- **Strategy No. 6:** Encourage infill development and development near transit, including transit-oriented development to maximize existing transit investments.
- **Strategy No. 7:** Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.

Policy: Improve the Quality of Life for Residents

- **Strategy No. 30:** Enhance public health through active transportation projects.

San Joaquin Council of Governments Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan (2012)

The SJCOG developed this plan to address mobility needs of people of all ages and abilities in San Joaquin County. In the interest of supporting the diverse needs of San Joaquin County, the Master Plan emphasizes supporting safer and more connected bike and pedestrian facilities to decrease vehicular traffic and improve safety. Attention is given to increasing the number of bikeways, identifying safer school routes, and educating people on how to bike safely.

Project prioritization was formed by implementing projects that were around Community Activity Centers such as employment areas, proximity to transit, proximity to schools, proximity to compact commercial areas, and in more dense residential areas with at least 7.7 dwelling units per acre. While this plan has in part been superseded by other targeted planning documents, such as those discussed elsewhere in this plan, the prioritization criteria can provide a helpful reference in considering how local agencies have considered developing pedestrian infrastructure.

For pedestrian project formulation there were 10 scoring criteria used. These include:

- Bridges critical pedestrian gaps
- Pedestrian incidents and safety
- Project readiness (having completed one or more preconstruction phases)
- Activity center connectivity
- Safe Routes to School Project proximity
- Safe Routes to School Project support
- Community Support
- Accommodates Vulnerable Pedestrians
- Relationship with Congestion Management Program (CMP) Transportation Network
- Matching Funds Potential

SJCOG is currently in the process of updating the regional ATP, with adoption expected in late 2026.



Crossing over SR-26 in Linden

Community Transportation Plans

San Joaquin County has received multiple grant awards to conduct focused planning in unincorporated communities. These communities represent high need areas of the County, and have received focused efforts and attention to transportation needs, including sidewalk and pedestrian infrastructure recommendations.

Boggs Tract Sustainable Community Plan (2022)

The Boggs Tract Sustainable Community Plan (SCP) is a guide to future street and community improvements in the Boggs Tract neighborhood of Stockton that enhance mobility, promote walking, biking and public transit, reduce greenhouse gas emissions from motor vehicles, and provide community spaces. The objective of the SCP is to inventory the existing facilities, engage the residents and stakeholders to understand the community's needs and desires, determine a viable list of improvements, and develop a funding strategy to address the project goals.

The roadway network within the Boggs Tract neighborhood lacks bike accommodations, sidewalks, crosswalks, and other infrastructure for community members to access local destinations. The plan identifies several key destinations for residents within Boggs Tract including an elementary school, community farm, community center, religious institutions, and a park. A community space under SR 4 will also be the focus of the plan.

Boggs Tract residents desire the following streets/destinations to be more walk/bike friendly and would like the County to prioritize pedestrian and biking facilities to the following locations:

- Waterfront
- Morelli Park
- Downtown Stockton
- Community Garden

Improvements that are identified include:

- Pedestrian facilities such as sidewalks, crosswalks, walking paths
- Bicycle facilities such as bike paths and bike lanes

Country Club Boulevard Complete Streets Corridor Plan (2023)

The Country Club Boulevard Complete Streets Corridor Plan offers design concepts for corridor improvements. The preferred design concepts are the culmination of a year-long planning process that involved multiple iterations, extensive stakeholder and public outreach, and community engagement to develop ideas that cater to the transportation needs of a wide range of modes.

- Promote a comfortable and safe travel environment for people of all ages and abilities, particularly vulnerable roadway users such as people walking, bicycling, accessing transit, and persons with disabilities.
- Promote livability and equity by improving access to opportunities for youth, seniors, Black, Indigenous, and People of Color (BIPOC), people with lower incomes, and other historically marginalized communities.
- Promote walking, bicycling, transit, and other sustainable travel modes to meet the daily needs of Country Club Boulevard residents, employees, and visitors. Promote a vibrant economy through ongoing support of local businesses on and near the Country Club Boulevard corridor.
- Develop a cost effective, fundable, and implementable plan through a balance of aspirational yet practical solutions.

With these goals, an in-depth analysis and proposed treatments for a range of intersections was developed along Country Club Boulevard. Implementation priorities include:

- Reducing motor vehicle speeds
- Sidewalk infill for better connectivity to encourage walking
- Enhancing crossings through higher visibility, signage, and infrastructure improvements

Garden Acres Sustainable Communities Plan (2025)

The goal of the Garden Acres Sustainable Communities Plan is to create a plan that is foundational for the future of mobility within Garden Acres and creates a strategy for feasible, fundable transformation within the community.

The Garden Acres Sustainable Communities

Plan envisions a complete, safe, and comfortable network of paths, sidewalks, and bikeways that serves all residents of Garden Acres. Specifically, this plan has been developed to:

- Create a network of safe and attractive sidewalks, shared-use paths, and bikeways that connect Garden Acres residents to key destinations within the community, especially local schools, parks, and transit stops.
- Create a network of regional bikeways that allows bicyclists to safely ride between Garden Acres and other countywide destinations.
- Create better connections to transit, especially for those with limited access to other transportation options.
- Increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region by creating user-friendly facilities.
- Improve safety by adding crosswalks and sidewalks and expanding the bikeway network.

Currently, most streets within Garden Acres lack adequate sidewalks or bicycle facilities. Users are forced to walk in the roadway between parked and moving vehicles, or on dirt shoulders. Due to the unimproved nature of most roads, there is also a lack of ADA compliant infrastructure. The County has successfully completed sidewalk projects connecting to the Garden Acres Community Center, along Oro and Section Avenues in the southern part of the community, and as part of newer developments off of Main Street, around Henry Elementary and Walker Lane.

Based on identified needs and community feedback, the planning process has resulted in a priority network of sidewalk and bikeway projects to improve conditions for people walking and bicycling. These projects include:

- New sidewalk connectivity to Franklin High School along Oro Avenue, Myrtle Avenue, and Gertrude Street, and up to SR-26.
- New sidewalks, crossing enhancements, and bicycle infrastructure on Washington Street to support existing and future commercial destinations
- New sidewalks along Section, Adelbert, and Sinclair Avenues as extensions of the constructed Section/Oro sidewalk project and to connect to SR-4.
- The development of traffic calming measures for key north-south corridors to facilitate connectivity across the community

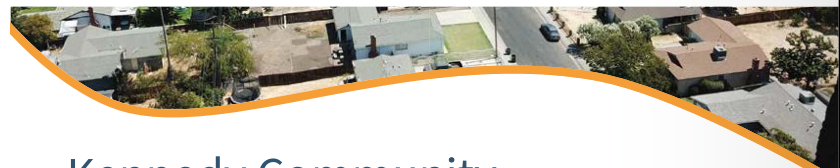
The Garden Acres Sustainable Communities Plan was adopted in early 2025.

Kennedy Community Complete Streets Plan (2025)

The Kennedy Community Complete Streets Plan aims to facilitate safe, accessible, and sustainable transportation options to transform the existing vehicle-centric circulation network to one that is designed for safety of people of all ages and abilities. The Plan will provide the residents and workers of the rural-residential and agricultural district with an opportunity to:

- Enhance and introduce safe and comfortable multimodal mobility choices for all ages and abilities.
- Improve economic resiliency and environmental sustainability through good design.
- Bridge gaps in the multimodal infrastructure for local destinations and connect to existing and planned facilities within the City of Stockton (City).

Sidewalks in Kennedy are present along collector roads but are lacking on many local streets.



Kennedy Community Complete Streets Plan

Final Plan
January 2025



Made possible through the Caltrans Sustainable Transportation Planning Grant Program



Sidewalk gaps are also present within school zones. Many existing sidewalks on collector roads are in relatively good condition, with the exception of:

- Sidewalks on B Street south of Michael Avenue are uneven, partially covered by greenery, and may cause tripping hazards or mobility issues.
- Sidewalks along Pock Lane and Loomis Road are lacking or incomplete, narrow, winding, adjacent

to traffic, and/or obstructed by greenery.

- Many segments in the study area only have sidewalks on one side of the street.

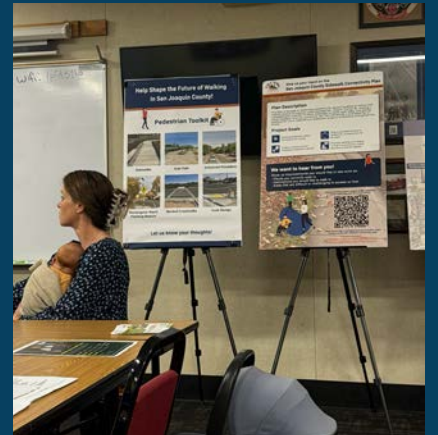
The Plan includes recommendations on improvements to pedestrian and bicycle facilities throughout the community. New sidewalks are proposed along residential streets throughout to the community to connect to the existing sidewalk network. Additionally, for roads that currently have sidewalk on one side of the street, such as Loomis Road and D Street, the addition of the sidewalks to the other side of the street and enhanced crossings are also recommended. Intersection enhancements, including raised intersections, curb extensions, RRFB's, and high visibility crosswalks, are recommended at locations throughout the community to create a comprehensive network of connected facilities.

The Kennedy Community Complete Streets Plan was adopted in early 2025.

Reference Pedestrian & Sidewalk Plans

A number of additional plans were referenced in the creation of the Goals for this effort. These plans, from a number of regionally serving agencies, represent a cross section of rural and suburban contexts. A summary of reference plans can be found in [Appendix A](#).

Community Meetings in Linden



“

I either feel trapped in my own house or frightened of imminent danger if I step out. As a 100% disabled veteran who is homebound, I'm unable to do a lot of the things I used to do easily. Due to the danger of falling or being hit by a car, I am unable to do the one thing that I am still capable of and that would help maintain my mobility - walking.

- Thornton Resident





03

Community Engagement

Community engagement was a central component of the development of the San Joaquin County Sidewalk Connectivity Plan. The outreach process was designed to build awareness of the Plan, understand local walking conditions, identify barriers to pedestrian travel, and gather input on priorities for future sidewalk and crossing improvements. Engagement focused on providing countywide opportunities for residents and stakeholders to participate, along with targeted engagement in unincorporated communities identified as having high priority pedestrian connectivity needs.

The engagement program used a combination of community meetings, a virtual workshop, surveys, pop-up events, school-based outreach, direct mail, flyers, lawn signs, social media, and online mapping tools. These activities allowed the project team to hear from residents, families, students, school representatives, community leaders, and stakeholders who experience sidewalk gaps and pedestrian safety challenges in their daily lives. Additional community engagement summaries and resources can be found in [Appendix B](#).

Municipal Advisory Council Meetings – First Phase

The first phase of outreach began with presentations at Municipal Advisory Council (MAC) meetings in French Camp, Linden, and Thornton. These meetings introduced the Plan to local community members and provided an early opportunity to gather feedback on pedestrian access, sidewalk gaps, and desired improvements. Events included:

- The French Camp MAC at the Health Plan of San Joaquin on May 15, 2025
- The Linden MAC at the Linden-Peters Fire Department on May 21, 2025
- The Thornton MAC at Thornton Community Hall on June 4, 2025

The meetings included a project overview, a discussion of Plan goals, and interactive boards showing a Pedestrian Toolkit and Existing Facilities maps. The Pedestrian Toolkit introduced potential improvements such as sidewalks, marked crosswalks, rectangular rapid flashing beacons, and other pedestrian safety treatments. The Existing Facilities maps showed current sidewalks and crosswalks while also illustrating gaps in connectivity. Community members used post-it notes and discussion comments to identify locations where pedestrian improvements were needed.

Feedback from the early MAC meetings emphasized school access, crossing safety, lighting, and connectivity to everyday destinations. In French Camp, participants identified needs on Matthews Road, French Camp Road, Airport Way, Bright Road, and near French Camp Elementary, the post office, fire station, church, and nearby services. Comments included requests for speed humps, sidewalks, streetlights, clearer signs, crosswalks, and RRFBs, while also noting the importance of maintaining

agricultural access.

In Linden, community members focused on Highway 26, Front Street, the high school area, Orlando's Market, the post office, Mill Street, and gaps near local businesses. Participants noted that students walk along shoulders and that more pedestrian visibility, crosswalks, lighting, and sidewalk continuity are needed near schools and commercial destinations.

In Thornton, residents identified needs along New Hope Road, Thornton Road, Walnut Grove Road, and near the library and school. Comments emphasized protection from speeding vehicles, improved crossings, RRFBs or other lighted crossing treatments near the library, and additional attention to areas with high pedestrian activity.

This first phase of outreach helped establish early community priorities and shaped the focus of subsequent engagement by confirming that residents were most concerned about pedestrian safety, school routes, sidewalk gaps, and safe access to essential destinations.

Virtual Workshop

The County hosted a first virtual workshop on August 19, 2025 to introduce the Sidewalk Connectivity Plan to a broader audience, share early findings, explain the project goals and timeline, and gather feedback on pedestrian safety, accessibility, and sidewalk needs in unincorporated communities.

Participants engaged through live polling, a project presentation, and breakout group discussions. The workshop introduced the sidewalk inventory effort, safety analysis, pedestrian level of stress framework, online StoryMap, and the pedestrian improvement toolkit. Community members identified needs related to safe routes to schools, sidewalk gaps, uneven pavement, ADA access, bus stop access, crosswalks, traffic calming, and better separation from vehicles.

The workshop also reinforced the need for equitable and accessible outreach. Participants raised concerns about the accessibility of the interactive map for blind or visually impaired users and discussed alternative ways to provide feedback, such as written comments, dictated comments, or direct calls with the project team. Feedback from the virtual workshop helped inform the project's prioritization approach by

reinforcing the importance of combining technical data with lived experience.

Community Pop-Up Events

The project team conducted pop-up events to meet residents in familiar community settings and collect location-specific feedback. These events allowed participants to review project information, identify sidewalk and crossing concerns, and provide input on the types of pedestrian improvements they would like to see.

Lockeford Elementary School – 90's Family Dance Night

At Lockeford Elementary School's 90's Family Dance Night on February 20, 2026, the team engaged families, students, and school staff and received approximately 50 comments. Feedback focused on safer school crossings, walking routes to school, sidewalk connections to neighborhood destinations, and support for traffic calming. Participants prioritized side paths, marked crosswalks, RRFBs, and sidewalks.

Weston Ranch Branch Library – French Camp

At Weston Ranch Branch Library in French Camp on March 10, 2026, the project team received approximately 15 comments. Residents emphasized the need for sidewalks around French Camp Elementary, safer school crossings, and improved connections to San Joaquin General Hospital and other community destinations. Side paths and marked crosswalks received the strongest support during the pedestrian toolkit activity.

Friends of Stockton Public Library Bookstore – Colonial Heights

At the Friends of Stockton Public Library Bookstore in Colonial Heights on March 13, 2026, approximately 45 residents were engaged. Participants identified dangerous crossings near Colonial Heights Elementary, abrupt sidewalk endings, the need for student-safe walking routes, and better neighborhood connectivity. Sidewalk construction was the highest priority identified at this event.



Friends of the Stockton Library Pop-up



Weston Ranch Branch Library Pop-up



*Lockeford Elementary
School Pop-up*



Thornton Library Pop-up

French Camp Elementary School – Coffee with the Principal

The team participated in French Camp Elementary School’s “Coffee with the Principal” event on March 31, 2026. Approximately 10 parents, caregivers, and community members provided detailed perspectives on daily walking conditions near the school, including missing and incomplete sidewalks, traffic conflicts during pick-up and drop-off, and the need for safer connections to schools, parks, local services, and transit stops.

Linden Cherry Festival

On May 16, 2026, the project team conducted outreach at the Linden Cherry Festival. Residents reviewed proposed pedestrian improvements and shared feedback on sidewalk needs, connectivity priorities, and community amenities. Feedback showed strong support for improved connections between downtown Linden, schools, the library, the grocery store, and other local destinations. Residents also expressed support for improvements along Duncan Road, more shade along walking routes, and additional neighborhood park space.

Community Survey

The community survey was available for approximately two months and was promoted through mailers, social media, community events, flyers, lawn signs, school partnerships, and word-of-mouth outreach. A total of 377 responses were received from residents throughout the study area.

The survey asked about walking frequency, walking destinations, perceived safety, barriers to walking, school access, community priorities, and desired improvements. A majority of respondents reported walking daily or several times per week, demonstrating that walking is an important part of daily life in the study communities.

Across communities, respondents identified missing sidewalks, unsafe crossings, vehicle speeds, lack of lighting, narrow shoulders, and limited ADA accessibility as key barriers. School access was a recurring concern, particularly in areas where students and families must walk along road shoulders, cross high-speed roadways, or navigate incomplete sidewalk networks. Survey respondents also expressed strong support for future improvements, with most indicating they would be very likely to walk more often if new sidewalks or crossings were built.

Municipal Advisory Council Meetings – Second Phase

Municipal Advisory Council meetings continued to serve as an important strategy for engaging community leaders, residents, and local decision-makers during the second phase of outreach. The project team attended the Linden MAC on March 18, 2026, the Lockeford MAC on March 19, 2026, and the Thornton MAC on April 1, 2026.

Feedback from these meetings included both corridor-specific concerns and broader questions about project development. Comments addressed school access, crossing needs, drainage issues, informal walking routes used by children, right-of-way constraints, traffic speeds, and the potential for one-sided improvements where appropriate. Location-specific comments directly informed changes and updates to the proposed projects discussed in [Chapter 5](#).

MAC participants also asked about project status, funding, property and parking impacts, and how the County would move from community feedback to recommended projects. Safety remained a consistent priority throughout the discussions, with participants emphasizing the importance of practical improvements that can better protect pedestrians and bicyclists.

Outreach Notifications and Awareness

To encourage participation, the project team used multiple communication channels throughout the planning process. A project website was established for regular communications throughout the life of the project. Prior to the August 2025 virtual workshop, outreach included email communications to stakeholders, Constant Contact campaigns, flyer delivery in unincorporated communities, and social media promotion through the San Joaquin County Department of Public Works.

After the identification of focus areas for the Plan, the project team expanded outreach through direct mail, flyer distribution, lawn signs, school partnerships, pop-up events, and promotion of the online survey. Approximately 1,500 mailers were distributed to households in Thornton, Lockeford, Linden, French Camp, and Colonial Heights. The mailers introduced the Plan, explained the purpose of the effort, and directed residents to the project website and survey through a QR code and web link.



French Camp Weston Ranch Library Pop-up



Thornton Library Pop-up

Flyers were also distributed at schools, libraries, local businesses, community events, and other gathering places. Lawn signs were placed in high-visibility locations near schools, parks, and community facilities. These materials were intended to reach residents who might not attend formal meetings and to provide multiple ways for community members to learn about the project and share input.

Webmap

An online webmap was developed to complement the project website. The interactive map allowed participants to leave feedback and comments on specific locations and corridors throughout the County. Feedback categories included:

- Destinations people wanted to walk to
- Missing crossings
- Missing curb ramps
- Locations where a walking route/sidewalk was desired
- Other suggestions

There were 13 comments received on corridors/routes, and 18 received on specific locations. A feature allowing for the “upvoting” of other comments was heavily utilized, with 77 interactions. Location specific comments were referenced in the development of priority project features. Feedback received outside of the priority project areas were cataloged for additional review and action by County staff.

81% of survey respondents indicated they would be “very likely” to walk more if new sidewalks or crossings were built.

How Engagement Informed the Plan

Community input helped ground the Sidewalk Connectivity Plan in the daily experiences of residents. Outreach activities identified where people walk, where they would like to walk, and

what conditions prevent them from walking safely and comfortably. Feedback also helped confirm the importance of prioritizing sidewalk gap closures, safer crossings, school-area improvements, traffic calming, ADA access, and connections to key destinations.

The engagement process also demonstrated the importance of providing multiple participation options. Residents shared input through formal meetings, casual conversations, online tools, surveys, school events, community festivals, and neighborhood-based outreach. This approach helped reach a broader range of participants, including families with children, older adults, people with disabilities, school communities, and residents in rural and unincorporated areas.

Regional Themes and Conclusions

Several major themes emerged across the County’s engagement activities. First, school safety was the most consistent priority. Residents repeatedly emphasized the need for safer routes to schools, better crossings near campuses, and sidewalks that allow children and families to walk without entering vehicle travel lanes.

Second, missing and incomplete sidewalks are a major barrier to walking across the study communities. Residents described sidewalk gaps that force pedestrians onto dirt shoulders, uneven ground, drainage areas, or roadways shared with fast-moving vehicles and trucks. These gaps affect daily trips to schools, libraries, post offices, parks, transit stops, businesses, hospitals, and community services.

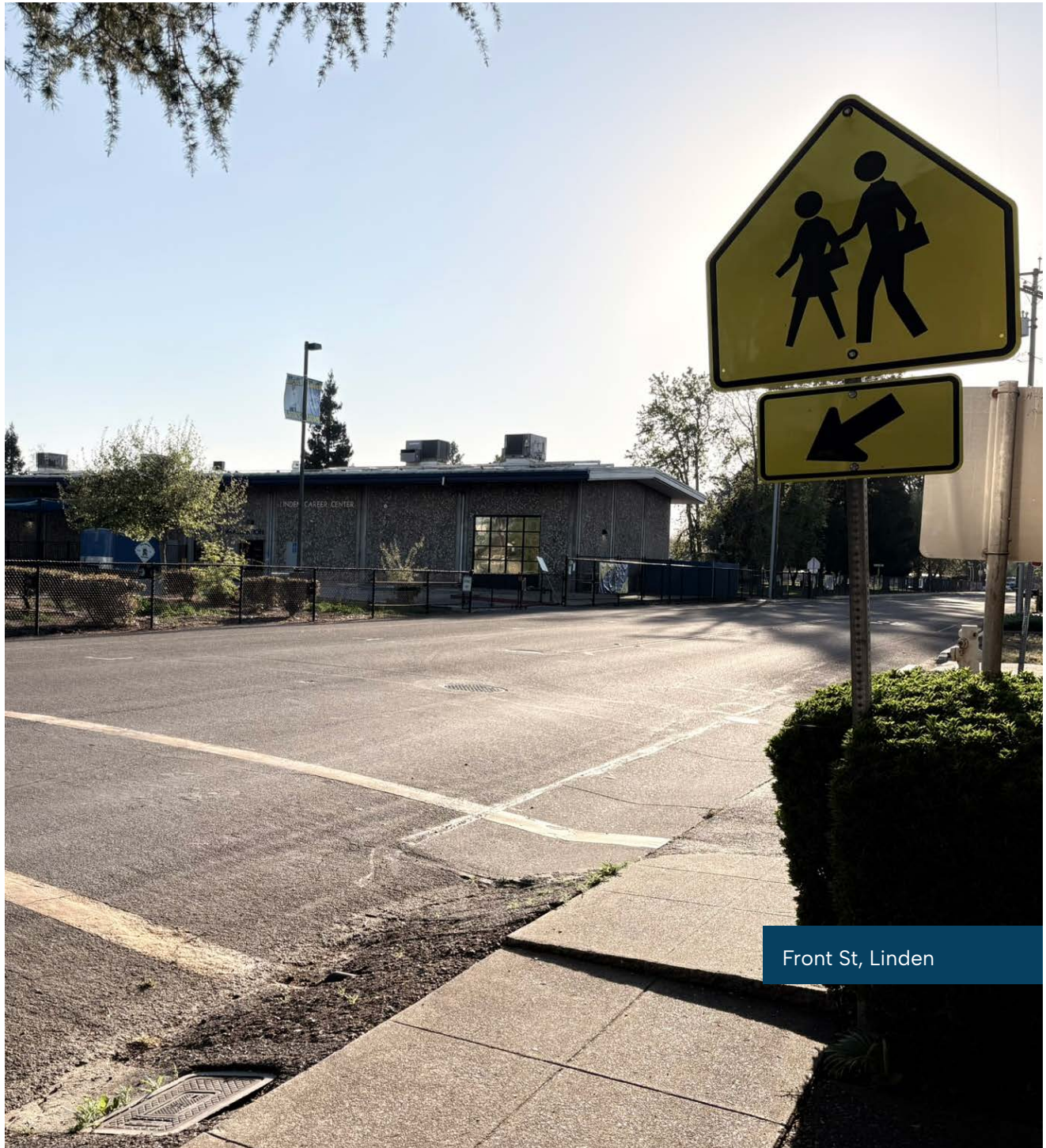
Third, crossing safety and traffic speeds are regional concerns. Participants identified high-speed roadways, school-area traffic, major intersections, and routes with limited or unclear crossings as uncomfortable or unsafe. Many residents supported marked crosswalks, RRFBs, speed humps, traffic calming, and other measures that improve driver awareness and pedestrian visibility.

Fourth, accessibility and comfort are important for people of all ages and abilities. Feedback highlighted the need for ADA-compliant curb ramps, smoother walking surfaces, accessible bus stops, lighting, shade, and routes that serve older adults, people with disabilities, parents with

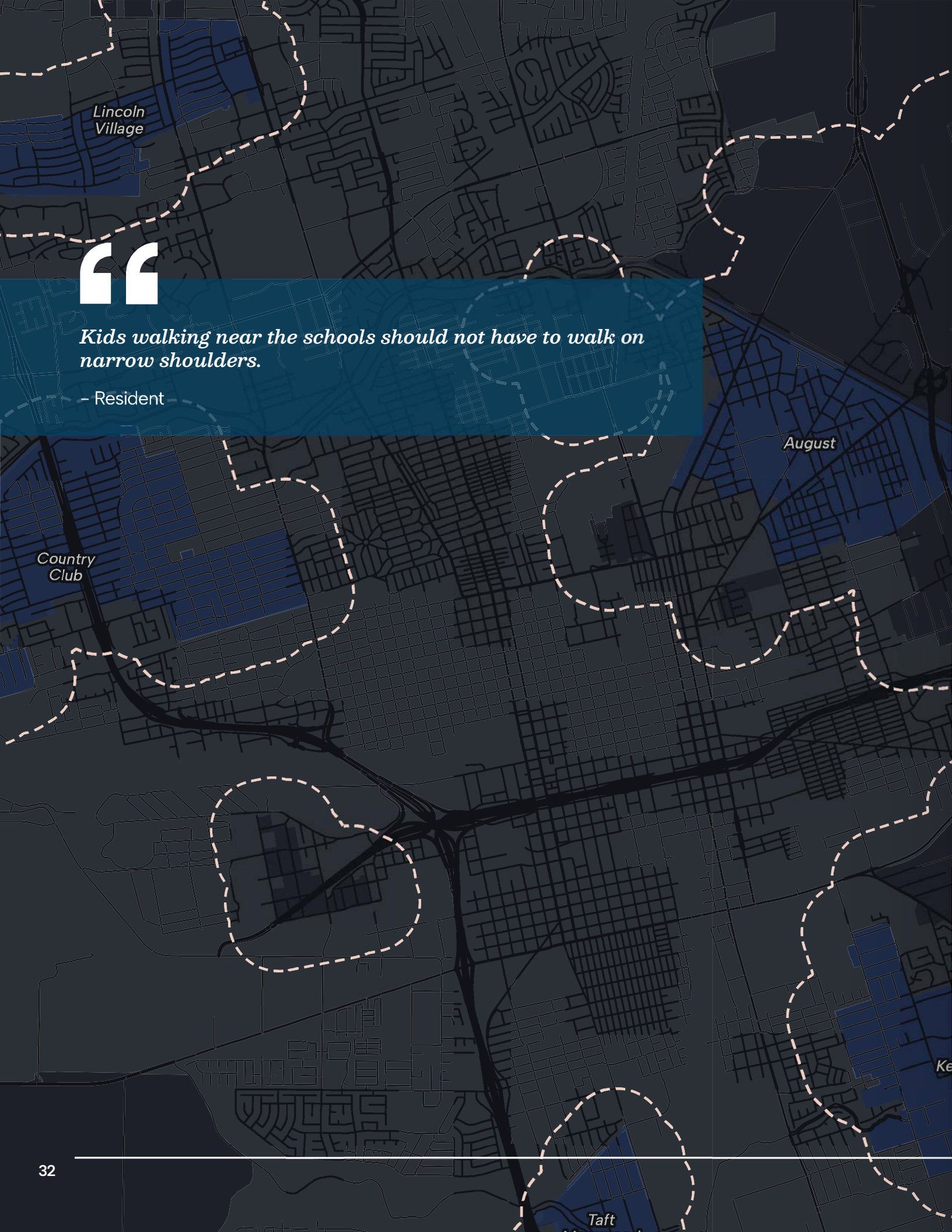
strollers, and residents using mobility devices.

Finally, residents expressed strong support for pedestrian investments. Across surveys, pop-ups, workshops, and MAC meetings, community members made clear that improved sidewalks and crossings would make walking safer, more

convenient, and more appealing. The engagement process confirmed that pedestrian improvements are not only infrastructure projects; they are investments in safety, mobility, health, access, and quality of life for unincorporated communities throughout San Joaquin County.



Front St, Linden



Lincoln
Village

“

Kids walking near the schools should not have to walk on narrow shoulders.

– Resident

August

Country
Club

Taft



04

Understanding the Sidewalk Network

This chapter provides an overview of the data collection and analysis process undertaken to identify the presence of sidewalks, crossings, sidewalk gaps, and priority focus areas for this Plan.

Establishing a Study Area

San Joaquin County is responsible for nearly 1,600 miles of roadway. A majority of these roads are located in rural, agricultural contexts where pedestrian travel is limited and unlikely. As such, the study area for sidewalk data collection was primarily focused on unincorporated communities and population centers. This includes urbanized unincorporated neighborhoods, such as Garden Acres and Colonial Heights within the City of Stockton, self-contained communities like Linden, Woodbridge, and Lockeford, and smaller population hubs like French Camp, Farmington, Banta, Acampo, and more. A subset of 463 centerline miles of roadway within established communities was identified as the focus area for this Plan.

Data on the presence of existing sidewalks was obtained from Ecopia AI, which applies artificial intelligence and high-resolution aerial imagery to

generate detailed digital maps of transportation infrastructure. Using this data, a comprehensive geospatial inventory was created of sidewalks, crosswalks, and curb ramps across the project area. To verify the aerial imagery, a thorough quality assurance and quality control process was developed, in which a field team reviewed all mapped features for completeness, verified measurements and alignments against aerial imagery, and conducted spot checks and photo documentation in the field where needed.

The sidewalk gap inventory includes approximately 703 miles of missing sidewalks. The resulting dataset illustrates both the presence of existing sidewalks and sidewalk gaps across the study area, and creates an actionable dataset for the County to track maintenance efforts, new projects, and overall pedestrian infrastructure conditions.



1,600 MILES
OF COUNTY ROADS



463 CENTERLINE
MILES ANALYZED



703 MILES OF SIDEWALK
GAPS IDENTIFIED



10+ UNINCORPORATED
COMMUNITIES ASSESSED

The Impact of Sidewalk Gaps

Once a comprehensive dataset was compiled, a series of analyses were run to visualize the impact and relationship of sidewalk gaps on people's ability to access destinations comfortably, easily, and equitably. The resulting datasets are described below, and visualized in a series of maps, examples of which can be found within this report. Full visualizations for the countywide sidewalk network can be found on the San Joaquin County Department of Public Works website.

The scoring results show that many gaps are located near schools, transit stops, higher-stress roadways, pedestrian safety corridors, and communities with higher equity-related need.

Connectivity

Sidewalk Gap Ratio

The Gap Length Ratio measures how significant a missing sidewalk segment is by comparing its length to the total length of sidewalks nearby (within a quarter-mile radius). It's calculated by dividing the length of the gap by the total length of existing sidewalks in the surrounding area.

A high ratio means the gap is significant compared to available infrastructure, indicating a high-priority need for improvement as it relates to gap closure.

Walksheds

To evaluate how missing sidewalk segments contribute to or hinder pedestrian connectivity, walksheds were evaluated based on access to key points of interest. Walksheds were generated in five, ten, and fifteen minute intervals from a specified point of interest, including the following:

- **Schools**: locations where children may walk most frequently
- **Bus Stops**: locations where users are most likely to walk to gain access to transit
- **Parks**: areas frequently accessed by pedestrians such as children, families with strollers, or elderly users
- **Senior & Community Centers**: destinations likely to be accessed by people on foot, elderly users, or those using mobility devices
- **Library & Post Office**: key civic destinations and resources serving a broad range of users



How Sidewalk Gaps Impact Everyday Travel



122 MILES NEAR SCHOOLS

Approximately 122 miles of sidewalk gaps are located within school walksheds, accounting for about 16% of all missing sidewalk mileage. Closing these gaps could support safer and more comfortable walking routes for students, families, and caregivers.



171 MILES NEAR BUS STOPS

Approximately 171 miles of sidewalk gaps are located within bus stop walksheds, representing about 24% of total missing sidewalk mileage. This is one of the strongest connectivity findings, indicating that many sidewalk gaps may affect access to transit.



56 MILES NEAR PARKS

The sidewalk inventory identifies approximately 56 miles of gaps near parks. These locations represent opportunities to improve walking access to recreation, exercise, and community gathering spaces.



7 MILES NEAR SENIOR AND COMMUNITY CENTERS

Approximately 7 miles of sidewalk gaps are located near senior or community centers. Although this represents a smaller share of total gap mileage, these gaps are important because they may affect access to community-serving destinations, programs, and services.



37 MILES NEAR LIBRARIES AND POST OFFICES

Approximately 37 miles of sidewalk gaps are located near libraries or post offices. Closing these gaps could improve access to civic, educational, and household services.

Note: some sidewalk gaps may be counted across multiple categories.

Safety

Pedestrian Collisions

The Statewide Integrated Traffic Records System (SWITRS), managed by the California Highway Patrol (CHP), includes crash data reported by local and government agencies. This data was accessed through the Transportation Injury Mapping System (TIMS) for collisions occurring from January 2019 to December 2023. Pedestrian collisions are analyzed by collision severity which ranges from possible injury or complaint of pain to fatal injuries and is a critical indicator when evaluating pedestrian safety. Using this data, a Pedestrian High Injury Network was developed, which identified roadway segments where a disproportionate number of severe or fatal pedestrian-involved collisions have occurred. Approximately 81 miles of sidewalk gaps are located along the Pedestrian High Injury Network, representing about 11% of total missing sidewalk mileage.

Level of Traffic Stress

The Pedestrian Level of Traffic Stress (LTS) is a metric used to evaluate the perceived comfort and safety of pedestrians navigating a roadway. It considers factors such as the posted speed limit and the number of travel lanes, both of which significantly influence how safe and comfortable a pedestrian feels. Higher vehicle speeds and wider roadways with multiple lanes tend to increase the level of stress experienced by pedestrians, as they are associated with greater exposure to fast-moving traffic and longer crossing distances. LTS is measured on a scale of 1 to 4, with a rating of 1 indicating an environment with little to no stress and comfortable for all pedestrians, and a rating of 4 indicating a high stress environment that requires walking in close proximity to high-volume and/or high-speed traffic.

Approximately 256 miles of sidewalk gaps are located along roads with an LTS rating of 3 or 4, representing about 37% of all missing sidewalk mileage. This indicates that many gaps are located along streets where walking conditions may feel less comfortable due to roadway characteristics.

Equity

CalEnviroScreen 4.0

CalEnviroScreen 4.0 is a statewide environmental health screening tool developed by California's Office of Environmental Health Hazard Assessment (OEHHA) to identify communities most affected by pollution and social vulnerability. It uses 21 indicators—ranging from air and water quality to poverty and health conditions—to score each census tract in California based on cumulative environmental burdens and population characteristics. The tool helps guide policy, funding, and environmental justice efforts by highlighting areas where residents face the greatest combined risks from pollution and socioeconomic challenges. Approximately 258 miles of sidewalk gaps are located in CalEnviroScreen disadvantaged areas, representing about 37% of total missing sidewalk mileage.

Free or Reduced-Price Meals

Free or Reduced-Price Meals (FRPM) is a federally supported program that provides low-cost or free meals to students from low-income households through the National School Lunch and School Breakfast Programs. Eligibility is determined by family income relative to the federal poverty level. FRPM participation rates are commonly used as an indicator of socioeconomic disadvantage in schools and communities, influencing funding decisions and eligibility for additional educational and support resources. Approximately 382 miles of sidewalk gaps are located in areas with proximity to schools with higher free or reduced-price meal eligibility, representing about 54% of all missing sidewalk mileage.



Caltrans EQI – Traffic Exposure Screen*

The Traffic Exposure Screen identifies low-income and tribal Census blocks that experience significant traffic-related burdens—either through high proximity and volume of major roadways or elevated crash exposure. Blocks are flagged if they fall at or above the 80th percentile for traffic volume or crash risk. This screening serves as a proxy for multiple environmental and safety impacts, including diesel emissions, noise pollution, and pedestrian safety concerns, helping to prioritize communities most affected by transportation-related harms.

Healthy Places Index*

The Healthy Places Index (HPI) is a data and policy platform developed by the Public Health Alliance of Southern California to advance health equity across California. It combines a wide range of neighborhood-level indicators such as access to education, housing, transportation, clean air and water, and economic opportunities that are strongly linked to life expectancy and overall well-being. By scoring and mapping these social determinants of health, the HPI helps policymakers, community leaders, and advocates identify which communities face the greatest barriers to good health. The tool is widely used to guide equitable investments, support public health planning, and address structural inequities tied to both place and race.

* These metrics were not included in overall prioritization, but census-tract level data was evaluated and provided to the County to inform future decision making.



Prioritizing the Sidewalk Gaps

County goals and policies, as outlined in guiding documents such as the General Plan, acknowledge that pedestrian connectivity is a critical component of transportation mobility for all residents. That said, fiscal realities necessitate guidance on how to be effective stewards of limited resources. Following the identification of sidewalk gaps within the study area, a prioritization process was undertaken to identify gaps with the highest potential to improve safety, increase connectivity, benefit disadvantaged communities, and be likely candidates for competitive grant funding programs.

A scoring matrix was developed, and each sidewalk gap was assigned a total score out of 35 possible points. An overview of the scoring categories is shown in [Table 2](#) and illustrated in [Figures 2 through 7](#). Areas with high concentrations of priority

sidewalk gaps were assessed for potential project development and are discussed in the following [Chapter 5](#).

Overall, a total of 15.8 miles of gaps fell within the highest priority tier, scoring above 25 points, and an additional 123.9 miles were identified in the next highest scoring tier. This indicates that while there are a high number of sidewalk gaps across the unincorporated County, the highest levels of need and potential benefits are concentrated in approximately one fifth of the total missing sidewalk mileage. Over half of the sidewalk gaps scored ten points or less, and were predominantly within lower density or higher income areas, or along predominantly rural/agricultural serving roadways. The total miles of sidewalk gaps by score is shown in [Table 3](#).

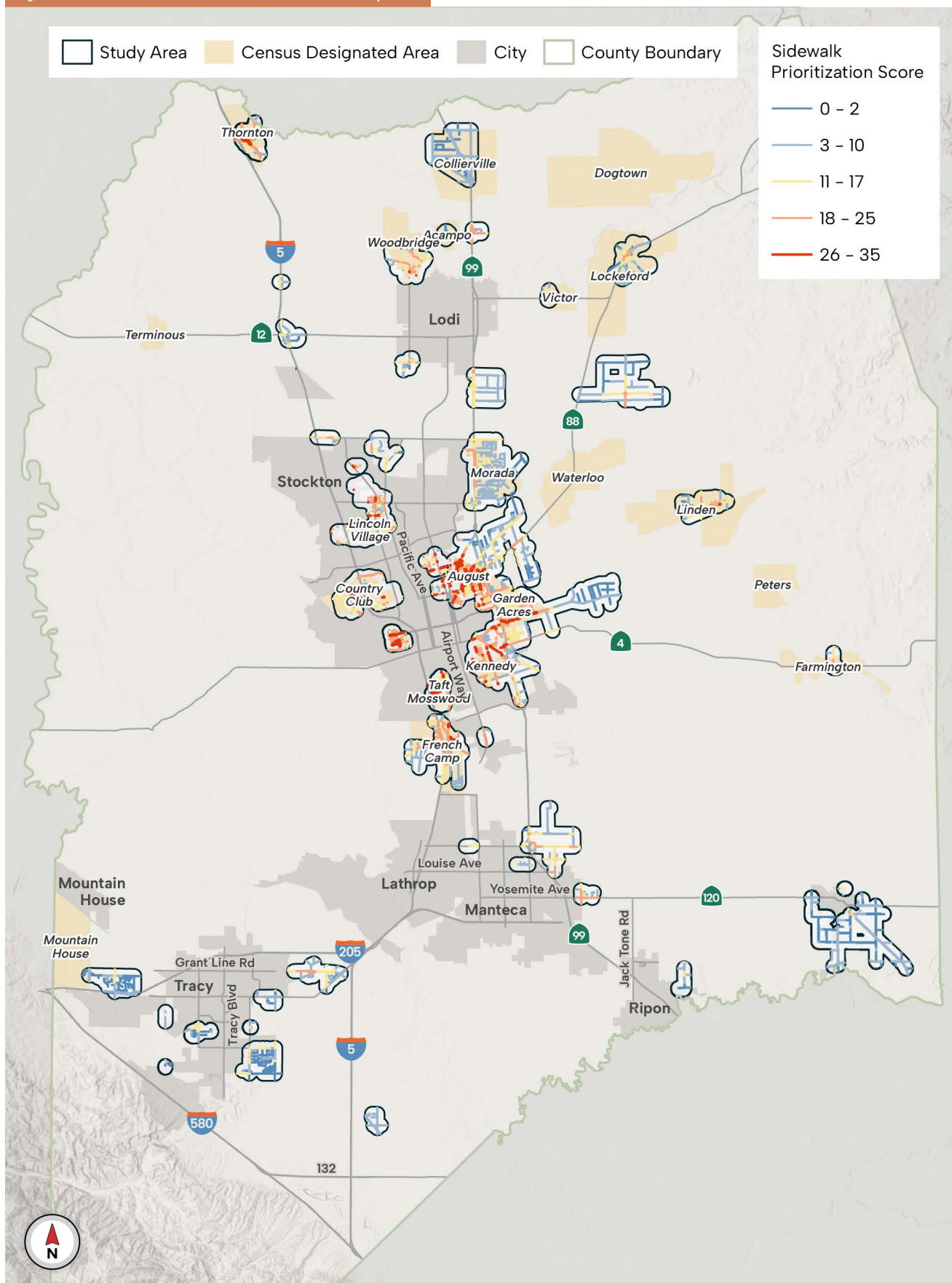
Table 2. Prioritization Scoring

Category	Max Score
Gap Length Ratio	5
Connectivity	10
Safety	10
Equity	10
Total Possible Score	35

Table 3. Miles of Sidewalk Gaps by Score

Score	Total Miles
0 – 2	123.6
3 – 10	276.5
11 – 17	162.9
18 – 25	123.9
> 25	15.8

Figure 2. Sidewalk Prioritization Score – Countywide



[illegible]

Figure 4. Sidewalk Prioritization Score – East County

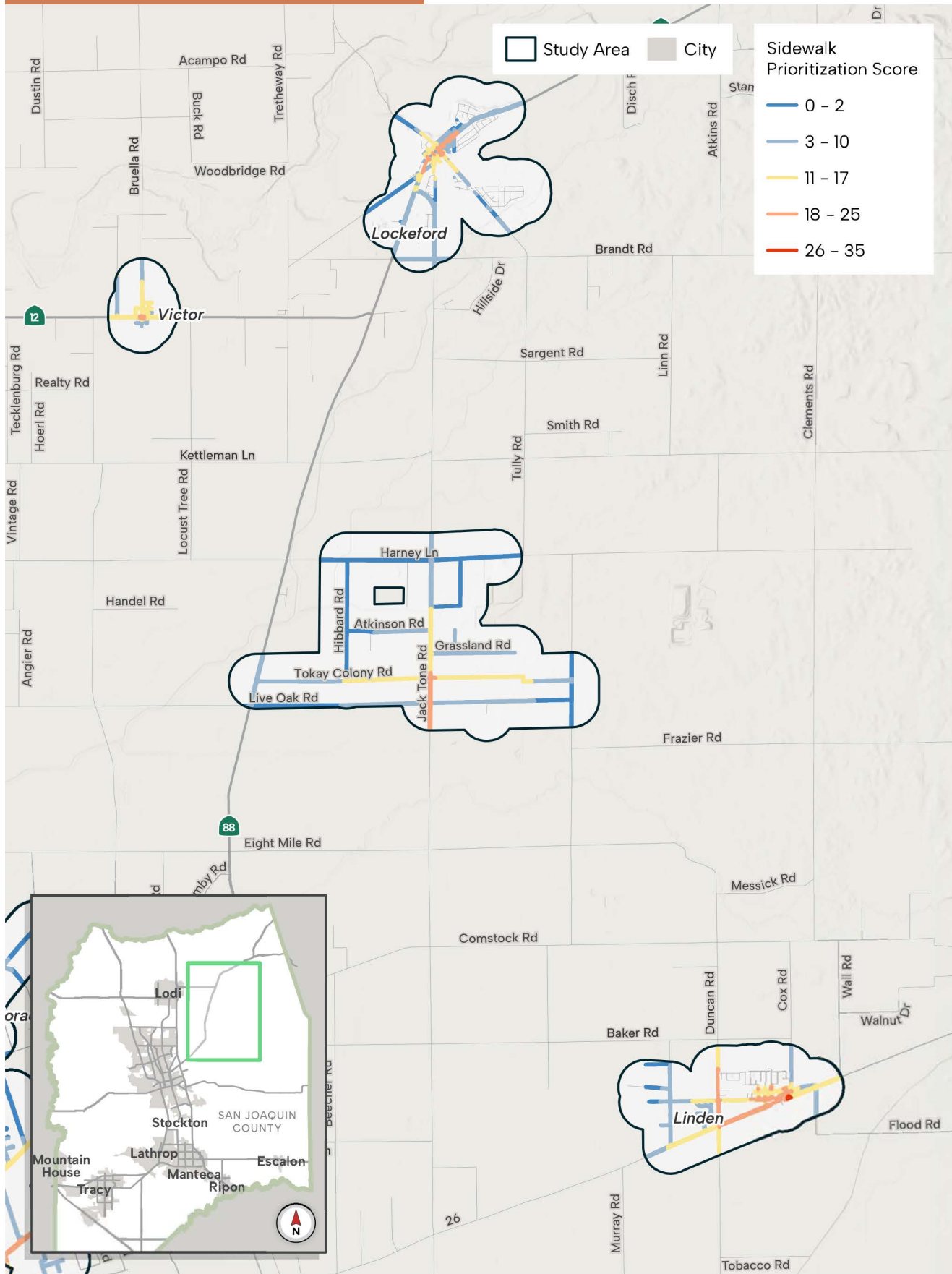


Figure 5. Sidewalk Prioritization Score – Central County

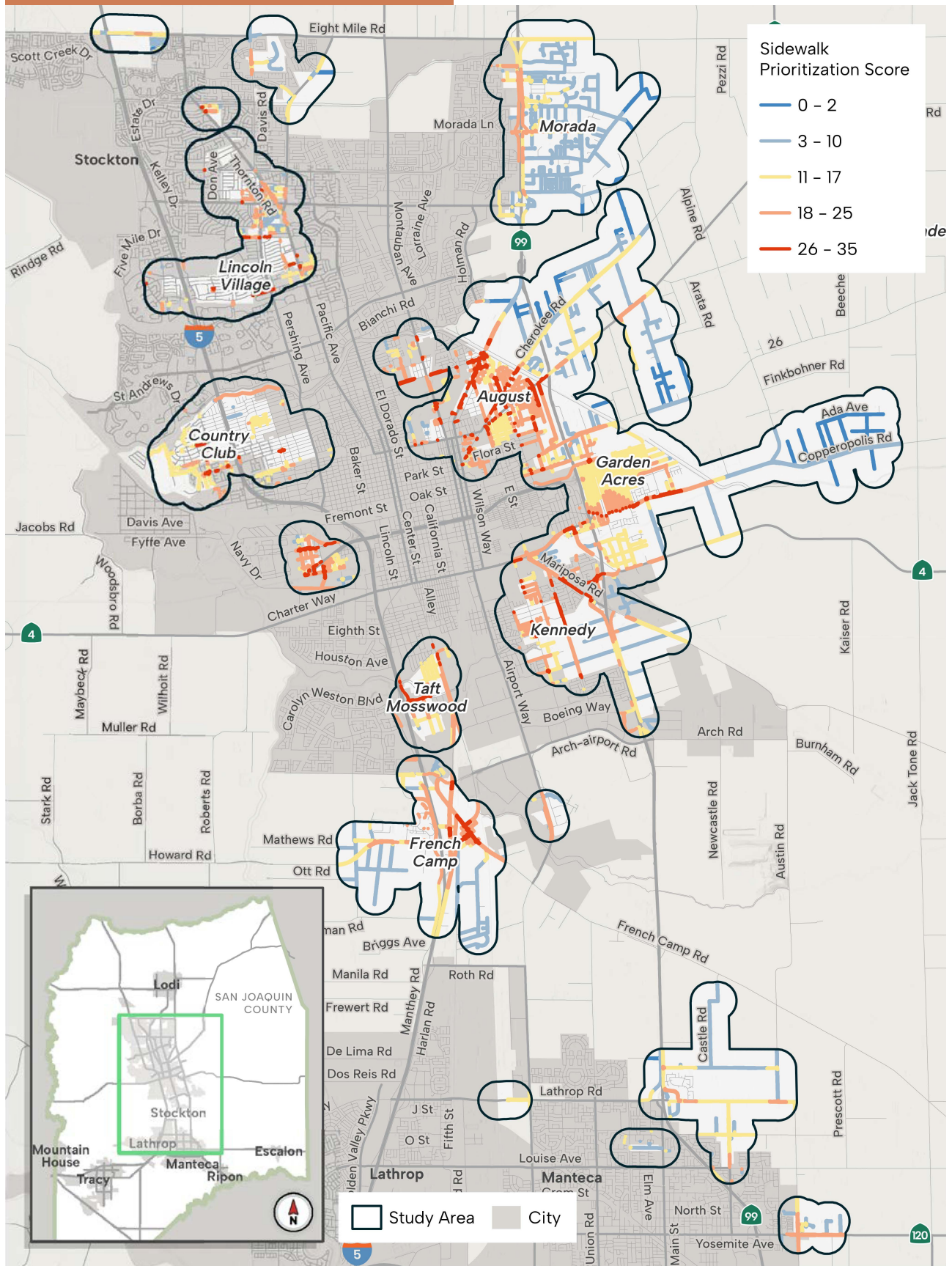


Figure 6. Sidewalk Prioritization Score – South County

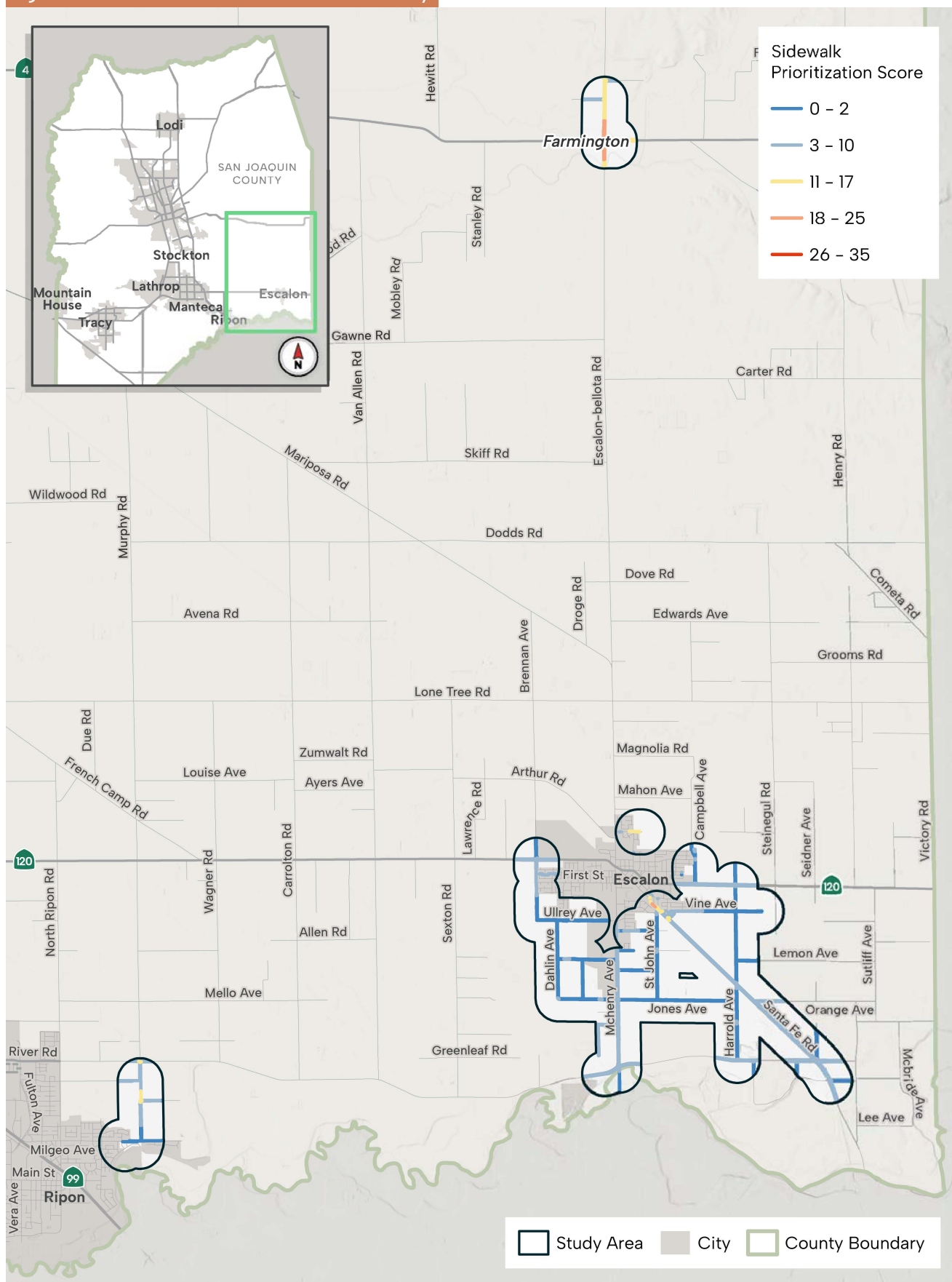


Figure 7. Sidewalk Prioritization Score – West County

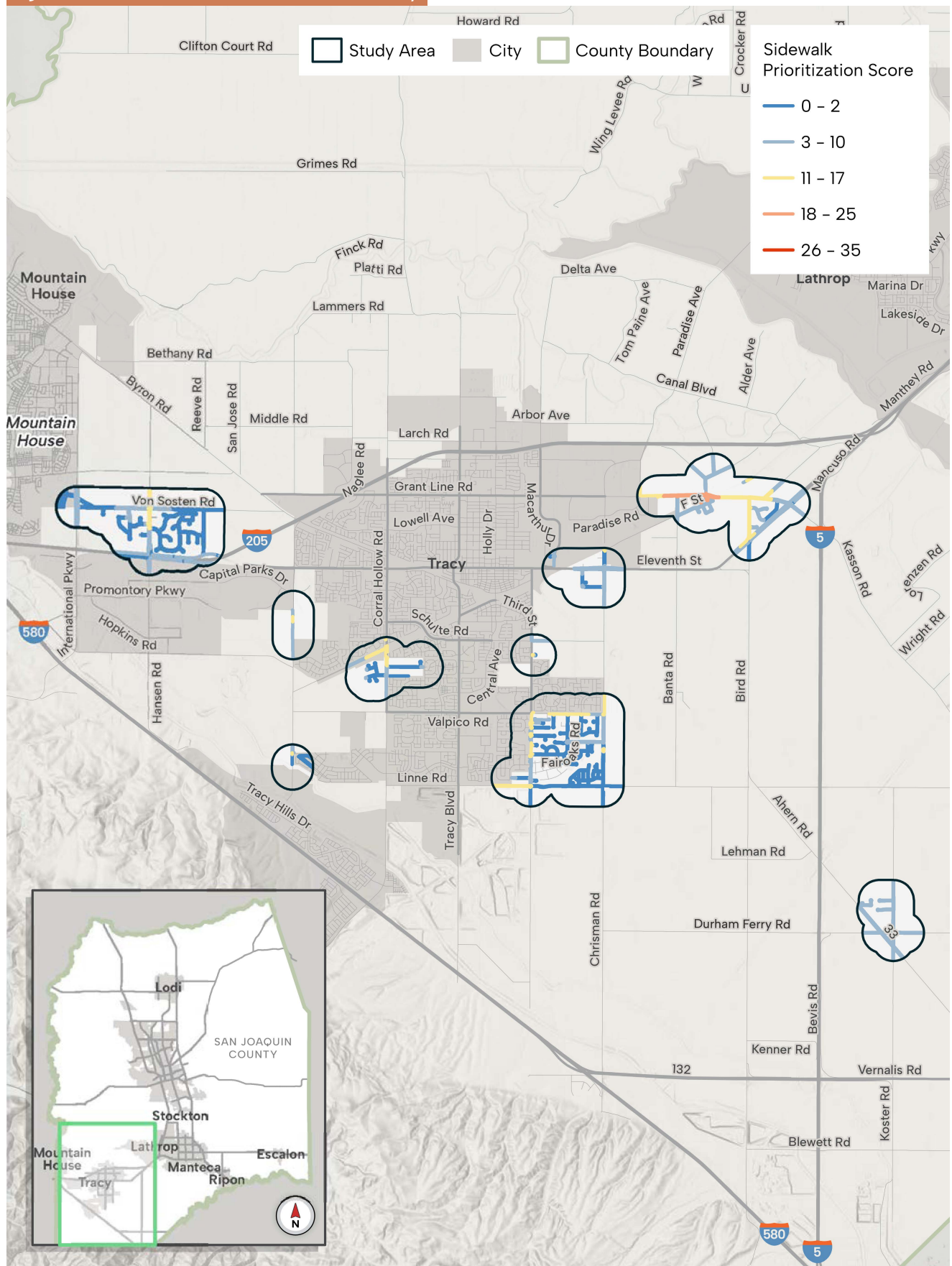
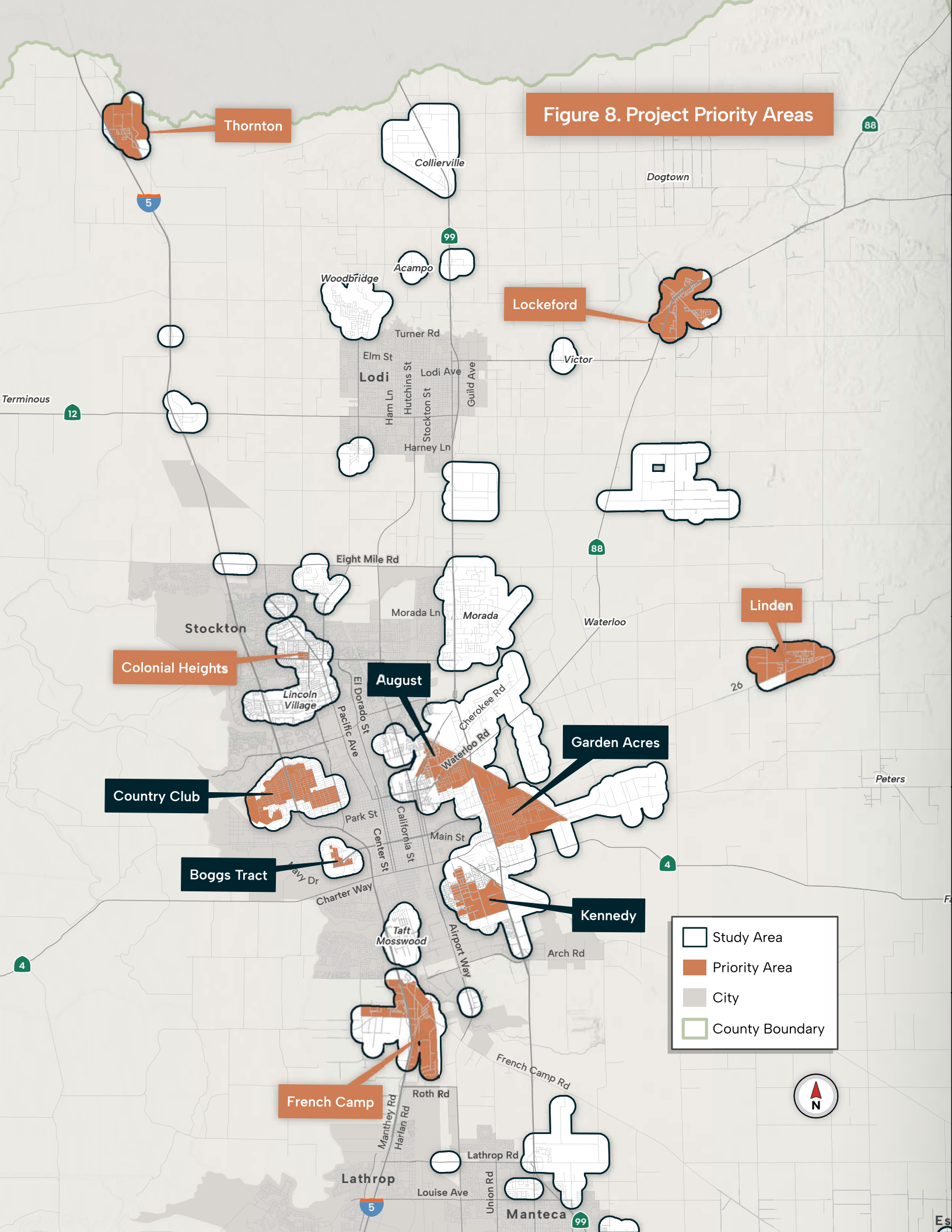


Figure 8. Project Priority Areas



05

Priority Projects & Improvements

This chapter discusses priority project areas for sidewalk development across San Joaquin County. The prioritization of sidewalk gaps, as discussed in [Chapter 4](#), highlighted ten neighborhoods with high needs and potential to improve pedestrian safety and connectivity.

Of these ten priority project areas, the County has completed community planning efforts and is actively pursuing implementation funding in four – [Garden Acres](#), [Kennedy](#), [Country Club](#), and [Boggs Tract](#) – and is in the process of developing a sustainable community plan for the [August](#) neighborhood. The remaining five priority project areas were the subject of additional outreach and engagement activities to identify a suggested set of sidewalk and crossing improvements. These areas include:

- [Colonial Heights](#)
- [French Camp](#)
- [Lockeford](#)
- [Linden](#)
- [Thornton](#)

A map of the priority project areas is shown in [Figure 8](#).

Colonial Heights

The neighborhood of Colonial Heights is an unincorporated pocket located in northern Stockton. While nearby major roadways, such as Pershing Avenue and Hammer Lane, focus primarily on moving large volumes of high-speed vehicles, streets within the neighborhood are residential and fronted primarily by single family homes.

Residents must navigate a stop-and-start series of sidewalks, punctuated by unpredictable gaps that make travel difficult for vulnerable road users, including those using mobility devices or traveling with children in strollers. This particularly impacts students and families attending Colonial Heights Elementary, an elementary school serving 539 students in grades K-8, where 87% of students are eligible for free and reduced-price meals, a common indicator of student poverty.

The primary set of projects in Colonial Heights will close sidewalk gaps on Paloma Avenue, Valencia Avenue, and El Camino Avenue between Balboa Avenue to the West and Pershing Avenue to the East. Additional gaps will be closed and

upgrades applied to the intersection of Balboa Avenue and Valencia Avenue, adjacent to the main school entrance, including high-visibility striping, curb extensions, and enhanced striping. These gap closures will create cohesive, continuous routes to and from Colonial Heights Elementary.

Future projects within the community will expand upon this core network by installing sidewalk further on roadways between Pershing Avenue and Thornton Road, to connect with existing City of Stockton-owned sidewalks and roadways fronting the commercial areas and transit stops on Hammer Lane.

Feedback from families and parents at Colonial Heights indicates a high degree of support for improvements, with multiple comments received supporting sidewalk gap closures and the need for better student-focused walking routes. Over 50% of survey responses also noted high support for additional traffic calming elements on roadways within the neighborhood, the installation of which can be requested through the County's existing traffic calming program.

Total
Cost Estimate

\$7.3M

Proposed
Improvements

Sidewalk



Enhanced
crossing

Sidewalk (existing)

“

Kids are afraid to walk on the streets.

– Colonial Heights Resident

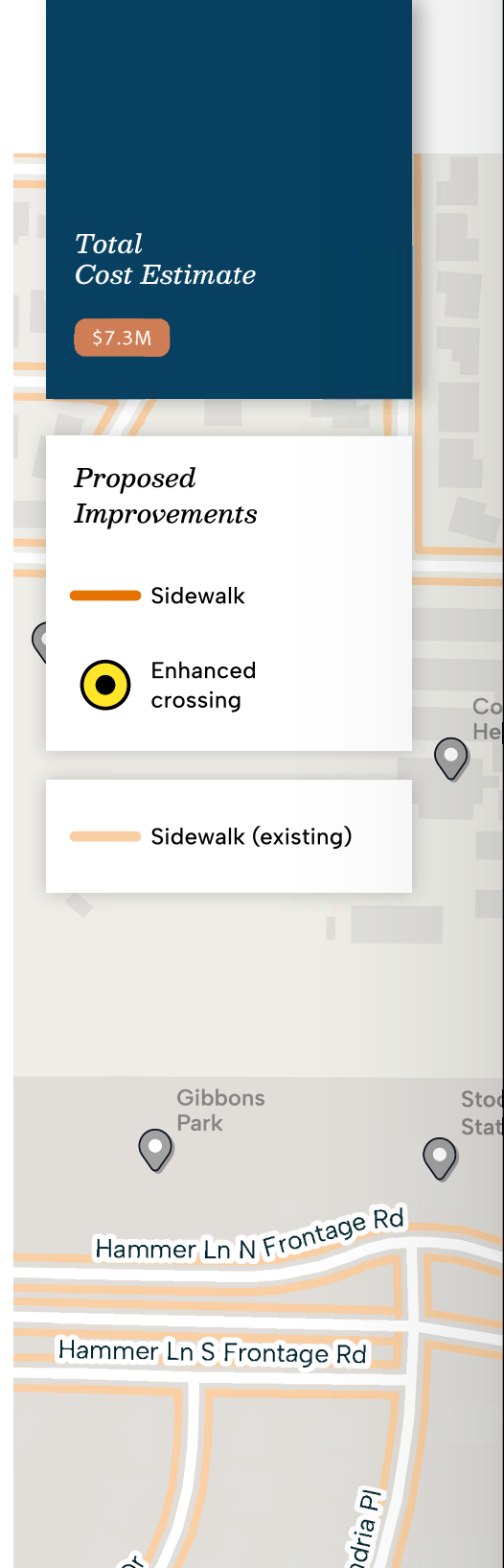
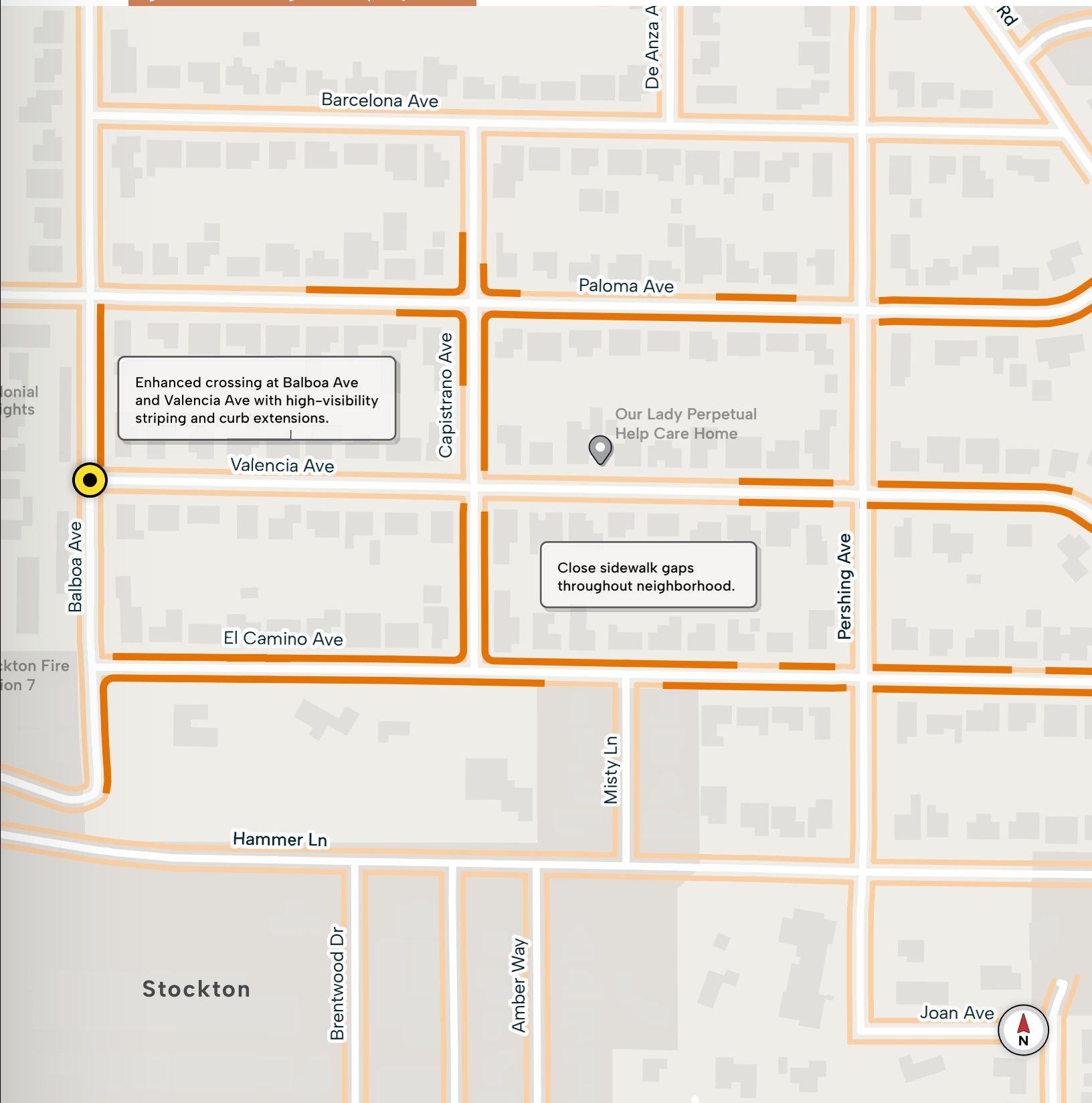


Figure 9. Colonial Heights Priority Project Area





Balboa Ave and Paloma Ave, looking towards Colonial Heights Elementary

Colonial Heights Existing Conditions

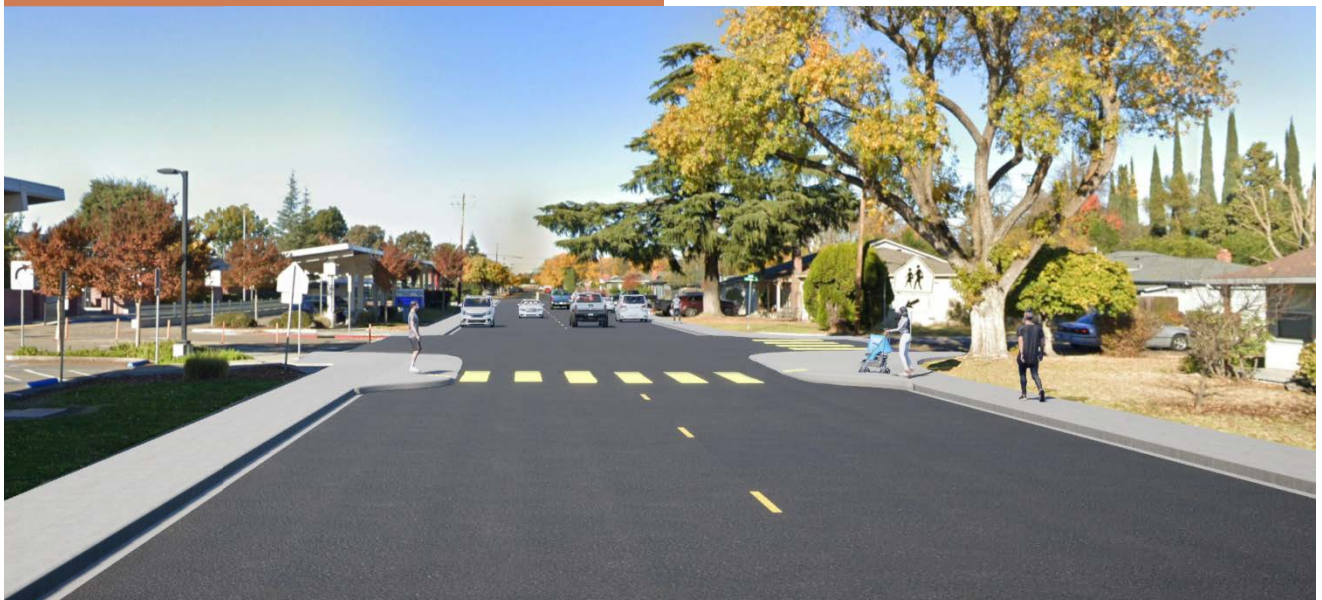
Safe, continuous walking routes are the greatest need in Colonial Heights. Frequent sidewalk gaps force students, families, and people using mobility devices into the roadway, creating unnecessary safety risks. Closing these gaps and improving crossings near Colonial Heights Elementary will provide safer, more reliable routes to school while strengthening connections throughout the neighborhood.



Proposed Conceptual Rendering

The rendering below shows a visualization of what proposed improvements could look like on Balboa Avenue, at the entrance to Colonial Heights Elementary.

Figure 10. Colonial Heights Proposed Conceptual Rendering



French Camp

The community of French Camp, located east of Interstate 5 in the central portion of the county, has a population of 3,370. French Camp Elementary is the primary educational facility in the area, serving 594 students, 83% of which are considered eligible for free and reduced-price meals, an indicator of student poverty.

The primary roadways in the area, including French Camp Road and Ash Street, experience high volumes of vehicular and truck traffic, which increases when issues arise on the nearby interstate. San Joaquin County General Hospital, the Veterans Hospital, and the under construction Be Well Mental Health facility, represent significant countywide destinations and employment centers.

Students in the community have limited sidewalks with which to access the school, and no bicycle facilities. Families expressed concerns with existing street crossing locations, vehicular conflicts, and the lack of a cohesive pedestrian network. Proposed improvements through this project prioritize improvements within the immediate vicinity of the school, reorganizing parking to reduce conflict points, and consolidating and improving pedestrian crossing locations.

Sidewalks are recommended on Elm Street, French Camp Road, Fourth Street, and Ash Street. An additional

crossing is proposed at the primary entrance to the school, mid-block on Elm Street. Parking along the street will shift to parallel to create space for the sidewalk and reduce visibility issues and collision risk associated with pedestrians walking behind parked vehicles. While this will result in a reduction of marked parking spaces along Elm Street, there is available capacity in the nearby paved parking lot dedicated to the school's usage, accessible on Fourth Street. New sidewalks along French Camp Road will extend to the Post Office located just north of Ponderosa Street.

Improvements are also proposed at the intersection of Fourth Street and French Camp Road, which will facilitate access to the neighborhood market located at the northeast corner of the intersection, along with providing increased crossing visibility for students traveling west on French Camp Road to access the school bus pickup location approximately 600 feet to the west.

When complete, along with proposed sidewalk improvements associated with the Be Well project, there will be a complete sidewalk connection that stretches from French Camp Elementary to San Joaquin County General Hospital, connecting residents to jobs, additional services and shopping amenities, and creating improved pedestrian connectivity throughout the community.

Total
Cost Estimate

\$7.1M

Proposed
Improvements

Sidewalk

Enhanced
crossing

“

I would love to walk but there are NO sidewalks in French Camp. It's important that sidewalks be added in front of French Camp School, the post office and fire station [as] these are essential services.

– French Camp Resident

Figure 11. French Camp Priority Project Area



“

I work at the school and walk daily in the area. If I feel unsafe, I can't imagine how our students feel when some of them are walking from Airport Rd, Priest Rd, McKinley, or El Dorado.

– French Camp Resident



Fourth Street, French Camp

French Camp Existing Conditions

Limited sidewalks, a lack of bicycle facilities, and unsafe street crossings make it difficult for students and residents to safely reach French Camp Elementary and other key destinations. Heavy vehicle and truck traffic along major roadways further increases safety concerns, making pedestrian improvements a priority. Completing sidewalk gaps, enhancing crossings, and improving connectivity will create safer routes to schools, healthcare facilities, jobs, and essential community services.



Proposed Conceptual Rendering

The rendering below shows a visual of what proposed improvements could look like on Elm Street, near the main entrance to French Camp Elementary.

Figure 12. French Camp Proposed Conceptual Rendering



Bike markings are conceptual. Refer to county bike plan for more details.

Lockeford

Lockeford Elementary school is a primary destination and important asset for the community of Lockeford. Serving 540 students from pre-school to grade 8, the school is the only public education amenity within the community.

Roads surrounding the school feature intermittent sidewalks, forcing students and parents to share the road with vehicles that often exceed the posted speed. Older students travel to nearby high schools via bus, accessed off Tully Road. Families and residents report that older students often walk down Tully Road to access the bus, often after dropping off or picking up younger siblings at the nearby elementary school.

Proposed improvements will benefit community members, students, staff, and families by creating a complete sidewalk network in the area surrounding Lockeford Elementary. This includes sidewalks on Tully Road to serve the school drop-off and high school bus loading area, as well as Hammond Road and Cotton Road, with connections to shops and businesses along SR-88, the main commercial corridor of the community. Enhanced crossings featuring high-visibility crosswalks and curb extensions will be installed

at select intersections. Striping will be enhanced to illustrate shared facilities for bicyclists on Jack Tone Road from Lambert Way to Tully Road, consistent with the County's Bicycle Master Plan. While a shared-use path is the preferred facility on Tully Road, proposed development on the east side of the roadway may install sidewalk facilities, in which case a matching sidewalk should be installed on the west side of the roadway to accommodate the volume of student users.

Sidewalk and bicycle boulevard improvements will also increase connectivity to the Lockeford Community Center and Park, which features a playground and loop trail.

Additional future improvements identified in the prioritization process and through community feedback include modifications to the Y intersection of E Jack Tone Road and N Jack Tone Road to slow high-speed vehicles and reduce conflict points, along with additional sidewalk connectivity to and along SR-88. This list can be considered as a secondary tier of improvements to be pursued with future grant-funded projects or as additional development or maintenance projects occur along the roadways.

*Total
Cost Estimate*

\$9.2M

Proposed Improvements

-  Sidewalk
-  Bicycle route or Shared-use path
-  Bicycle boulevard
-  Enhanced crossing



One of the biggest challenges to walking in Lockeford is the combination of high-speed traffic and heavy truck or farm equipment use on local roads. Many shoulders are narrow, uneven, or right next to drainage ditches, so pedestrians do not have a safe place to walk. At night, poor lighting makes visibility even worse. Residents should be able to safely walk to parks, schools, local businesses, and community events without feeling like they are taking a risk every time they leave their neighborhood.

– Lockeford Resident

Figure 13. Lockeford Priority Project Area





N Jack Tone Rd Lockeford

Lockeford Existing Conditions

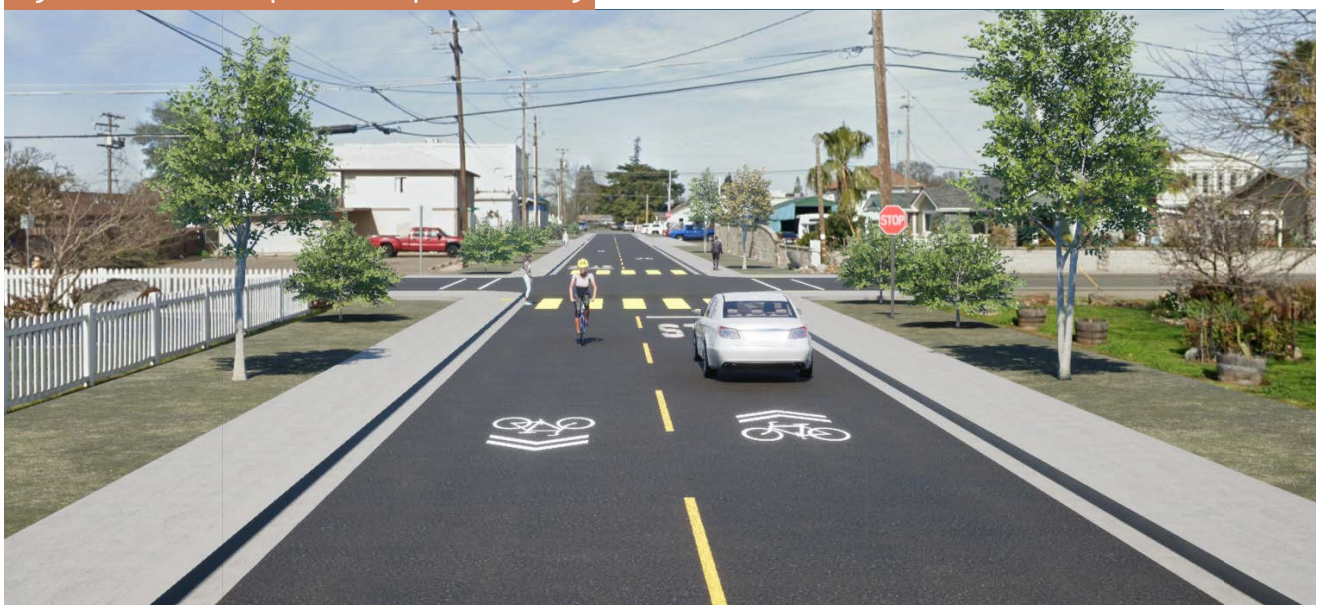
Intermittent sidewalks and speeding traffic around Lockeford Elementary force students and families to walk in the roadway, while older students face unsafe conditions traveling along Tully Road to access school bus stops. Priority improvements focus on completing the sidewalk network, enhancing pedestrian crossings, adding bicycle connections, and improving access to schools, parks, community facilities, and businesses along SR-88, creating a safer and more connected transportation network for the community.



Proposed Conceptual Rendering

The rendering below shows a visual of what proposed improvements could look like on Cotton Street looking towards Hammond Street, near one of the entrances to Lockeford Elementary.

Figure 14. Lockeford Proposed Conceptual Rendering



Bike markings are conceptual. Refer to county bike plan for more details.

Linden

Linden is a small, agricultural focused community of 1,863 located in the eastern part of San Joaquin County, and accessed primarily by SR-26 and a variety of county-maintained roadways.

The community features a number of rural ranchettes, agricultural properties, and residential subdivisions, and is served by Linden Elementary School (423 students) and Linden High School (774 students). The main access to both schools is on Front Street, which has incomplete pedestrian facilities and no formal bicycle infrastructure, and was the site of a serious injury collision involving a pedestrian in 2019. In addition, there are limited connections from the schools and surrounding neighborhoods to the businesses that front SR-26, as well as the community library and post office.

The proposed improvements will focus on creating a consistent network of pedestrian facilities, adding sidewalks along Duncan Road, Lone Street, Bonham, Street, Mills Street, and Market Street from Front Street to SR-88, and a new shared-use path along Front Street between Duncan Road and Market Street. Crossing enhancements, including a center median, will be installed at the intersection of Front Street and Alfalfa Street, along with high-visibility striping and parking restrictions to reduce visibility

issues at the intersection approach. The improvements will increase connectivity to the library, Rinaldi's Market, and numerous other local commercial destinations along SR-26.

In the long-term, the improvements on Front Street will also provide connectivity with future countywide bicycle network improvements, as identified in the County's Bicycle Master Plan (2020).

Feedback from the community indicates a high degree of support for the improvements, which will provide separation for vulnerable road users during congested conditions along Front Street (particularly during major events, sports activities, and school pick-up/drop-off) as well as from vehicles along Duncan Road, which are often observed to be traveling at a high rate of speed as they enter the community and the roadway transitions from a higher speed, rural facility to a neighborhood-serving street. Over 70% of community survey respondents indicated that closing sidewalk gaps and additional crosswalks would make walking in Linden feel safer or easier. Multiple comments were also received supporting better separation from vehicular traffic, particularly from fast-moving cars and large agricultural equipment that commonly travels through the community.

Total Cost Estimate

\$8.6M

Proposed Improvements

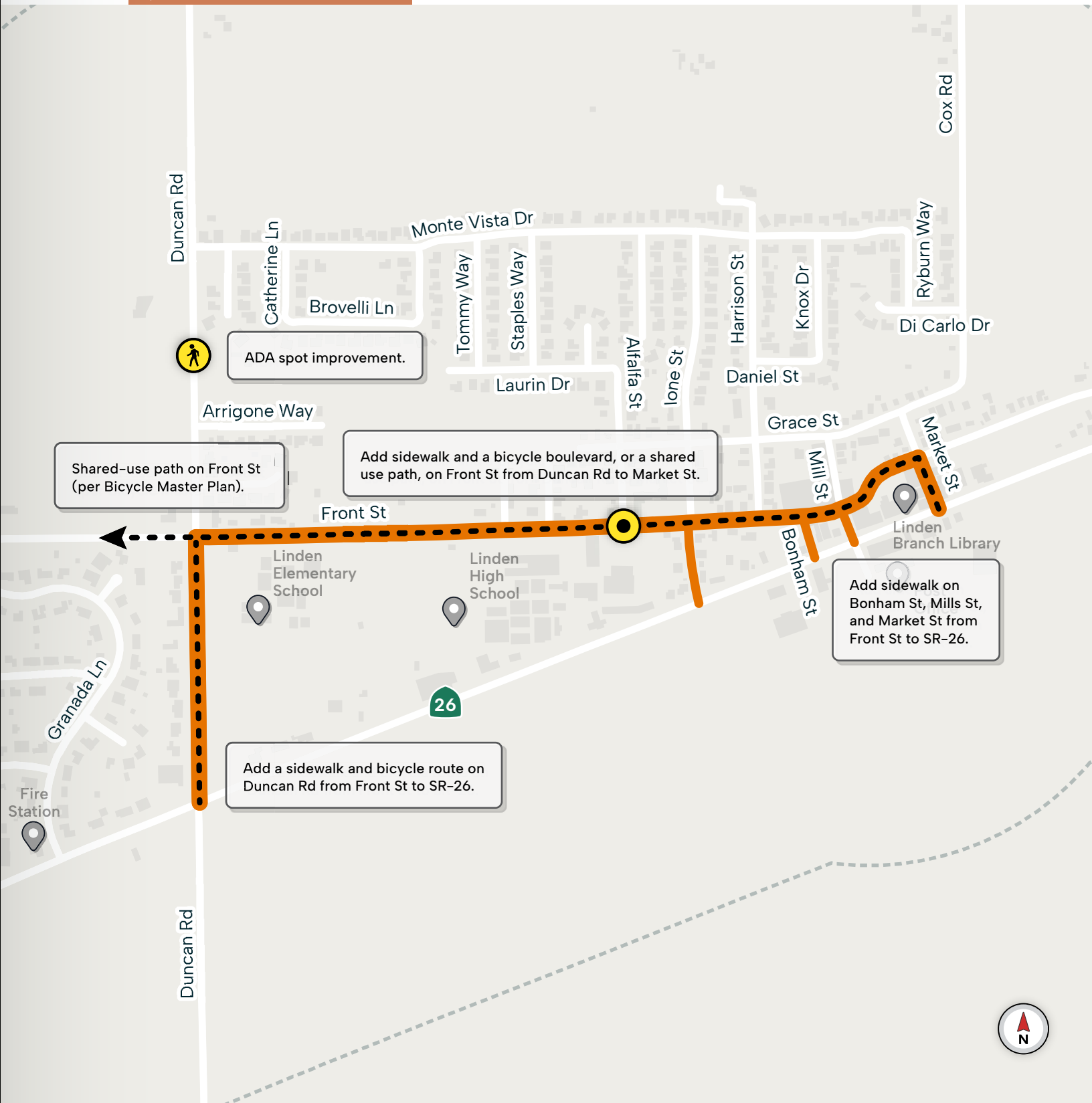
-  Sidewalk
-  Bicycle route or Shared-use path
-  ADA spot improvement
-  High visibility crosswalk



There are many older residents in Linden who would probably walk more if there were smoother sidewalks, benches, and safer crossings.

– Linden Resident

Figure 15. Linden Priority Project Area





Front St near Linden Elementary

Linden Existing Conditions

Connecting Linden’s schools with the rest of the community is the area’s greatest transportation need. Incomplete sidewalks and the lack of dedicated bicycle facilities make it difficult and unsafe for students and residents to walk or bike between neighborhoods, schools, businesses, and community services. Filling these gaps and improving key crossings will create safer, more connected routes through the heart of the community.



Proposed Conceptual Rendering

The rendering below shows a visual of what improvements could look like on Front Street at the intersection with Alfalfa Street, near Linden High School.

Figure 16. Linden Proposed Conceptual Rendering



Bike markings are conceptual. Refer to county bike plan for more details.

Thornton

Thornton is an unincorporated community of roughly 1,000 residents located in the northeastern area of San Joaquin County. N Sacramento Boulevard/Thornton Road is the primary north-south roadway through the community, and provides access to the post office, library, multiple local businesses, and New Hope Elementary School, which serves approximately 159 students in kindergarten through 8th grade.

While generally a quiet, agriculturally minded community, there is often increased traffic through the town when crashes or issues occur on nearby I-5.

Residents have long expressed the desire for formal walking and biking facilities within the community, primarily for students attending New Hope Elementary school, but also for recreational use, as there are limited facilities for outdoor recreation or exercise that don't require sharing the road with cars, trucks, and agricultural equipment. Multiple comments spoke to the difficulty of navigating the community in its existing condition, particularly for people with disabilities or reliant on walkers, canes, or other mobility aids. The

lack of clear pedestrian facilities, concerns about fast-moving vehicles and large trucks, and issues with overgrown vegetation and maintenance were all cited as significant barriers to walking within Thornton.

San Joaquin County is currently undertaking the engineering and design for a roundabout at the skewed intersection of Walnut Grove Road and N Sacramento Boulevard/Thornton Road, along with a shared-use path on the west side of the roadway from the intersection to New Hope Elementary. Building upon those improvements, this plan recommends the addition of sidewalks and bike lanes on both sides of Thornton Road to the south to provide increased connectivity down the main corridor of town, and to serve the library and post office. Further, the closure of a sidewalk gap on Mokelumne Avenue will create a connection from the commercial district to the Housing Authority of San Joaquin (HASJ) residential community. The addition of sidewalks and a crossing improvement on W Walnut Grove Road will provide a secondary connection between the HASJ site and the library to the east, and mini-mart and businesses to the west.

Total Cost Estimate

\$11M

Proposed Improvements

— Sidewalk

— Bicycle lane

— Shared-use path



Spot improvement



Roundabout

Walnut Grove Rd

Thornton Rd



Without sidewalks or some other maintained pedestrian path alongside Thornton Rd south of W Stockton St, I feel very unsafe trying to walk to the post office to pick up my mail or go to the Community Center or Library. I use a walker or a cane, yet I still stumble trying to walk through the overgrown, uneven roadside.

– Thornton Resident

Figure 17. Thornton Priority Project Area





Thornton Rd, N Sacramento Blvd, W Walnut Grove Rd, and W Oak St in Thornton

Thornton Existing Conditions

Thornton's main road serves as the community's spine, connecting residents to New Hope Elementary School, the post office, library, local businesses, and other daily destinations. However, missing sidewalks, limited crossings, fast-moving traffic, large trucks, and uneven or overgrown roadside areas make walking difficult, especially for students, older adults, and people using mobility aids. Planned and recommended improvements focus on creating more comfortable connections through town and build on the County's planned roundabout and shared-use path near New Hope Elementary.



Proposed Conceptual Rendering

The rendering below shows a visualization of what proposed improvements could look like along Thornton Road.

Figure 18. Thornton Proposed Conceptual Rendering



Bike markings are conceptual. Refer to county bike plan for more details.



Valencia Ave and Balboa Ave at the entrance to Colonial Heights Elementary



06

Implementation

Building out a complete sidewalk network across unincorporated San Joaquin County will require sustained investment over many years. The sidewalk gaps identified in this Plan represent a long-term infrastructure need that cannot be addressed through a single funding source, grant cycle, or capital project. Implementation will depend on the availability of funding, coordination with other roadway and development projects, continued community input, and the County's ability to update priorities as conditions change.

This chapter provides a framework for moving from plan to implementation. It identifies strategies for advancing sidewalk projects, pursuing funding, applying design guidance, monitoring progress, and reprioritizing sidewalk gaps as projects are completed or new opportunities arise.

This Plan establishes several key building blocks for implementation:

- Identifies sidewalk gaps and pedestrian connectivity needs across the study network
- Prioritizes gaps using safety, connectivity, and equity criteria
- Packages priority projects for future funding, design, and implementation
- Provides a sidewalk dataset that the County can continue to maintain, update, and use in future decision-making

Additional work will be required before many of the sidewalk gaps and priority projects identified in this Plan can move into construction. Depending on the location, this may include additional engineering analysis, right-of-way review, drainage evaluation, utility coordination, environmental clearance, final design, and identification of construction funding.

Because of these factors, the prioritization results should be used as a guide rather than a fixed construction sequence. Higher-priority gaps should remain the County's focus for grant applications and capital planning; however, lower-priority gaps may be implemented sooner when there are opportunities to close small gaps, coordinate with adjacent roadway or maintenance work, respond to development activity, or incorporate improvements into tenant improvements, frontage upgrades, or other construction projects.

Implementation Approach

Implementation of the sidewalk network should be pursued through multiple pathways. Some improvements may be delivered as stand-alone sidewalk projects, while others may be incorporated into broader roadway, safety, drainage, development, or maintenance efforts. This flexible approach will allow the County to make steady progress while taking advantage of funding and construction opportunities as they arise. Key implementation strategies include:

- **Advance priority project packages.** The County should use the priority project packages developed through this Plan as the foundation for grant applications, capital improvement planning, and future design work. These packages are intended to group sidewalk gaps and related pedestrian improvements into projects that create more complete walking routes and demonstrate clear community benefits.

- **Coordinate sidewalk improvements with other capital projects.** Sidewalk gaps should be reviewed when roadway resurfacing, reconstruction, drainage, utility, signal, safety, or maintenance projects are planned. Coordinating sidewalk construction with other work can reduce costs, minimize disruption, and help close gaps incrementally.
- **Use the Plan during development review.** When new development, redevelopment, frontage improvements, or tenant improvements occur along streets with identified sidewalk gaps, the County should use this Plan to guide pedestrian improvements. This may include construction of new sidewalk, curb ramps, pedestrian crossings, or connections to adjacent facilities.
- **Focus on complete routes.** Sidewalk improvements should be prioritized where they create continuous and useful pedestrian connections. In many cases, the greatest benefit will come from closing gaps that connect neighborhoods to schools, transit stops, parks, community centers, senior services, libraries, post offices, commercial areas, and other daily destinations.
- **Maintain flexibility in project delivery.** The County should continue to pursue the highest-priority needs while also remaining flexible enough to implement lower-ranked gaps when funding, constructability, partnerships, or project coordination make them feasible.

Project Packaging

Sidewalk gaps are often most effective when implemented as part of larger project packages rather than as isolated segments. Project packaging helps create more complete pedestrian routes, improves competitiveness for grant funding, and allows the County to communicate the benefits of improvements more clearly. Project packages may include:

- New sidewalks or shared-use paths
- Enhanced shoulders where sidewalks are not feasible
- Curb ramps and ADA accessibility improvements
- High-visibility crosswalks
- Pedestrian crossing enhancements
- Traffic calming treatments near crossings or schools
- Drainage improvements needed to support sidewalk construction
- Pedestrian-scale lighting, shade, wayfinding, benches, or other amenities where appropriate

Project packages should be organized around logical walking routes or community destinations. Examples may include school walkshed improvements, transit access improvements, sidewalk connections to parks or community centers, or corridor-based improvements in areas with multiple gaps.

As projects move forward, the County should refine each package based on engineering feasibility, cost, right-of-way needs, community input, and available funding.

Design Guidance

To support implementation, this Plan includes a pedestrian facility toolkit with recommendations that can be applied in a variety of roadway and community contexts across San Joaquin County. The toolkit is intended to support flexible, context-sensitive design while helping the County identify appropriate pedestrian treatments for different types of streets, constraints, and community needs. The toolkit includes guidance for:

- Sidewalks
- Paths
- Enhanced shoulders
- Curb ramps
- Crossing treatments

The full toolkit is included in [Appendix C](#).

As projects advance into design, the County should consider the following factors:

- **Accessibility**: Sidewalks, curb ramps, crossings, and pedestrian paths of travel should be designed to meet applicable accessibility requirements and support use by people of all ages and abilities, including people using wheelchairs, walkers, strollers, or other mobility devices.
- **Safety and comfort**: Along higher-speed or higher-volume roadways, additional separation, buffering, crossing enhancements, or traffic calming may be needed to create a comfortable walking environment.
- **Context sensitivity**: The appropriate pedestrian treatment may vary by location. In developed community areas, curb, gutter, and sidewalk may be appropriate. In rural or constrained locations, paths, enhanced shoulders, or other pedestrian accommodations may be more feasible.
- **Drainage and utilities**: Drainage ditches, irrigation facilities, utilities, and limited right-of-way can affect sidewalk feasibility and cost.

These issues should be evaluated early in project development.

- **Crossing needs**: Sidewalks should connect to safe and accessible crossings. Where gaps are closed along a corridor, the County should also evaluate whether crossing improvements are needed at intersections, transit stops, schools, parks, or other destinations.
- **Maintenance**: Design decisions should consider long-term maintenance needs, including pavement condition, vegetation, drainage, obstructions, and durability of materials.

Coordination with Other Agencies

Through the prioritization process and community outreach, multiple high priority sidewalk gaps and crossing needs were identified on the state highway system, which is under the jurisdiction of Caltrans. The County should continue to encourage the application of Caltrans' complete streets contextual design guidance as outlined in Design Information Bulletin-94 on these roadways, particularly in the following locations:

- SR-26 and SR-4 in Garden Acres
- SR-26 in Linden
- SR-88 east of Stockton/August
- SR-88 in Lockeford
- SR-12 in Victor

Tracking Progress

Monitoring is essential to understanding whether the County is making progress toward a safer, more connected, and more accessible pedestrian network. The County should use the sidewalk dataset developed through this Plan as a living resource that is updated as projects are completed, new gaps are identified, and conditions change.

Monitoring should focus on both implementation outputs and community outcomes. Outputs measure what has been built or completed, while outcomes measure whether those improvements are helping advance the goals of the Plan. Recommended monitoring activities include:

- **Update the sidewalk gap inventory**: As projects are constructed, the County should update the GIS sidewalk inventory to reflect newly completed sidewalks, curb ramps, crossings, paths, or enhanced shoulders.

- **Track completed projects:** The County should maintain a running list of sidewalk and pedestrian improvements completed each year, including project location, length of sidewalk installed, funding source, project cost, and whether the project served a priority area.
- **Monitor community requests:** The County should continue to monitor sidewalk, crossing, and pedestrian-related comments received through the San Joaquin County 311 system. These requests can help identify maintenance needs, emerging safety concerns, or locations where the prioritization results may need to be revisited.
- **Review traffic calming requests:** Requests received through the County's traffic calming program should be reviewed for potential pedestrian improvements, particularly where residents identify concerns related to speeding, crossings, school access, or walking comfort.
- **Conduct walk audits and field reviews:** For priority projects or locations with recurring community concerns, the County should conduct walk audits or pedestrian comfort assessments to better understand real-world conditions before advancing design.
- **Report progress periodically:** The County should consider preparing a brief periodic implementation update, such as every two to three years, summarizing sidewalk gaps closed, projects completed, funding secured, and changes to priority needs.

Performance Metrics

The following performance metrics can be used to track progress toward the goals of the Plan.

Goal 1: Enhance pedestrian safety throughout the County

- Reduction in Pedestrian Level of Traffic Stress
- Reduction in the number and rate of pedestrian-involved crashes, injuries, and fatalities
- Number of pedestrian safety improvements installed
- Number of crossing enhancements installed at locations with documented safety concerns
- Changes in community-reported safety concerns over time

Goal 2: Create a continuous and integrated pedestrian network

- Number of sidewalk gaps closed
- Linear feet or miles of new sidewalk installed

- Number of new crosswalks or crossing enhancements installed
- Number of new curb ramps installed or upgraded
- Number of sidewalk maintenance and accessibility upgrade projects completed
- Number of safety enhancements at signalized intersections, such as leading pedestrian intervals, accessible pedestrian signals, countdown signals, or right-turn-on-red restrictions
- Number of sidewalk projects installed near locally serving commercial and retail districts

Goal 3: Ensure equitable access to pedestrian infrastructure

- Number of projects implemented in disadvantaged communities
- Sidewalk miles constructed in disadvantaged communities
- Number of projects with direct benefits to schools with a high percentage of students eligible for free or reduced-price meals
- Number of projects improving access to transit, parks, senior centers, community centers, libraries, post offices, or other public services
- Ongoing engagement or public information events conducted in disadvantaged communities

Goal 4: Promote walking as a means to improve community health and environmental sustainability

- Increase in students walking over time at schools near sidewalk project sites, as measured through school travel surveys
- Installation of pedestrian-scale wayfinding near key community destinations
- Addition of pedestrian amenities such as shade trees, benches, public art, trash receptacles, or lighting
- Participation in community walking events, walk audits, or encouragement programs
- Increased access to transit, parks, schools, and community destinations within a comfortable walking distance

Reprioritization

The sidewalk prioritization results should be revisited periodically as projects are completed, new funding opportunities arise, development occurs, and community needs evolve. Reprioritization will help ensure that the Plan remains useful beyond its initial adoption and continues to reflect current conditions.

The County should update the overall sidewalk inventory dataset as major sidewalk and crossing projects are completed. A more comprehensive update to the prioritization of sidewalk projects may be appropriate every five years, particularly if there are major changes in land use, development patterns, transit service, school enrollment, collision trends, or available funding programs. Reprioritization should include the following steps:

- **Remove completed gaps:** Sidewalk gaps that have been closed should be removed from the active gap list or reclassified as completed.
- **Update project status:** Gaps that have received funding, entered design, or been incorporated into another capital project should be flagged in the database.
- **Add newly identified needs:** New sidewalk gaps, ADA barriers, or crossing needs identified through community requests, field reviews, development activity, or maintenance work should be added to the dataset.
- **Refresh data inputs:** Collision data, demographic data, transit stop locations, school information, land use changes, and other inputs should be updated as new data becomes available.
- **Recalculate priority scores:** Once data inputs are updated, priority scores should be recalculated to reflect current conditions.
- **Review project packaging:** As individual gaps are completed or new opportunities arise, project packages should be revised to maintain logical and complete pedestrian routes.
- **Consider implementation feasibility:** Reprioritization should account not only for need, but also for project readiness, right-of-way feasibility, cost, funding eligibility, and opportunities to coordinate with other projects.

Through regular monitoring and reprioritization, the County can maintain this Plan as an active implementation tool and continue making progress toward a safer, more connected, and more accessible sidewalk network.

Funding

Active transportation projects on existing roadways are typically funded through a combination of local, regional, state, and federal sources. Many grant programs are highly competitive and require detailed applications that clearly demonstrate project need, cost, benefits, community support, and readiness. A local match may also be required and commonly ranges from approximately 5 to

20 percent of project costs, depending on the program.

Grant sources and requirements change frequently. The County should regularly track funding programs and match projects to the sources that best align with each project's purpose, location, and benefits. Projects that improve access to schools, transit, parks, disadvantaged communities, or locations with documented safety needs may be especially competitive for active transportation, Safe Routes to School, safety, and equity-focused programs.

At the time of adoption of this Plan, the following funding sources may be appropriate for implementation of sidewalk projects, either as stand-alone projects or as part of broader active transportation, safety, roadway, or community improvement efforts.

Local and Regional Funding Sources

Measure K

San Joaquin County's Measure K is a local half-cent transportation sales tax administered by the San Joaquin Council of Governments. Voters first approved Measure K in 1990 for a 20-year period and renewed it in 2006 for an additional 30 years, extending the program through 2041. Measure K provides a dedicated local revenue source for transportation projects and programs across San Joaquin County, including a set-aside for active transportation projects.

Measure K is an important and flexible funding source because it can support a wide range of transportation needs and can help leverage state and federal grant funding. SJCOG allocates Measure K funding to projects and programs identified in the Measure K Strategic and Expenditure Plans.

Traffic Impact Mitigation Fee

San Joaquin County's Traffic Impact Mitigation Fee is a development impact fee collected from new development to help fund transportation improvements needed to serve growth in unincorporated communities. The fee includes an alternative modes component that may support bicycle, pedestrian, transit, park-and-ride, ridesharing, and other capital improvements that reduce single-occupant vehicle travel. Because the fee is tied to new development activity, it is best

suited for sidewalk and pedestrian improvements that are growth-related, included in the County's eligible project framework, and able to demonstrate a nexus to the impacts of new development.

Regional Transportation Impact Fee

SJCOG's Regional Transportation Impact Fee is a countywide, multi-jurisdictional capital improvement funding program intended to help fund new transportation facilities needed to serve new development in San Joaquin County. The fee applies to new development throughout the county and is designed to address regional transportation impacts associated with long-term population and employment growth, including increased demand on the roadway and transit network.

RTIF revenues are used in combination with other local, state, and federal funding sources to deliver eligible transportation and transit improvements. Unlike competitive grant programs, RTIF is tied to development activity and fee collections and is best suited to projects that are included in the RTIF capital project list and can demonstrate a nexus to serving or mitigating the impacts of new growth.

State Funding Sources

Active Transportation Program

Caltrans' Active Transportation Program is a biennial statewide competitive grant program intended to encourage increased use of active transportation. The ATP consolidates several state and federal transportation programs into a single program with a focus on walking and bicycling improvements, Safe Routes to School projects, and projects that benefit disadvantaged communities.

ATP funding is highly competitive, but it remains one of the primary statewide funding sources for bicycle and pedestrian projects. The County has been successful in securing ATP funds in the past, including for improvements near Harrison Elementary School in the August community in unincorporated east Stockton. The prioritization criteria used in this Plan are closely aligned with scoring considerations from recent ATP cycles, including safety, connectivity, public health, equity, and access to key destinations.

Transformative Climate Communities Program

The California Strategic Growth Council's Transformative Climate Communities Program

supports community-led projects that reduce greenhouse gas emissions and local air pollution in communities most affected by pollution. The program emphasizes implementation projects in disadvantaged communities and may be appropriate for sidewalk projects that are part of a larger community transformation strategy.

TCC funding may be especially relevant where sidewalk improvements are paired with other investments such as affordable housing, transit access, urban greening, traffic safety, or community-serving infrastructure. A consortium of public and nonprofit partners, including SJCOG and the City of Stockton, has previously secured TCC funding for South Stockton and may provide a useful model for future funding partnerships.

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities Program funds projects that reduce vehicle travel by connecting affordable housing, jobs, transit, and key destinations. The program can fund sustainable transportation infrastructure, including pedestrian and bicycle improvements, when they are connected to qualifying affordable housing developments or related infrastructure.

AHSC may be appropriate for sidewalk projects that improve walking access between affordable housing, transit, schools, services, and community destinations, particularly in disadvantaged communities.

Highway Safety Improvement Program

California's Local Highway Safety Improvement Program funds infrastructure projects that reduce traffic fatalities and serious injuries. Projects must be supported by collision history, collision risk, systemic safety analysis, or other data-supported safety need.

Sidewalk projects may be competitive for HSIP funding when they are located along high-collision corridors, address documented pedestrian safety concerns, or are identified as part of the County's Local Road Safety Plan. HSIP may also be appropriate for crossing improvements, pedestrian beacons, curb extensions, signal modifications, or other safety treatments that complement sidewalk gap closure.

California Office of Traffic Safety Grant Program

The California Office of Traffic Safety administers grants for traffic safety programs, including pedestrian and bicycle safety, public education, enforcement, and outreach. OTS funding is generally more focused on non-infrastructure activities than capital construction, but it may support education, encouragement, enforcement, or evaluation efforts that complement infrastructure improvements identified in this Plan.

State Transportation Improvement Program

The State Transportation Improvement Program is the state's five-year transportation capital improvement program for certain state transportation funds. STIP funding is typically programmed through regional and interregional processes and may support larger transportation projects that include pedestrian improvements as part of a broader corridor or regional mobility investment.

SB 1 Local Streets and Roads Program

The SB 1 Local Streets and Roads Program provides formula funding to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. While often used for pavement and roadway maintenance, these funds may also support complete streets and safety elements where sidewalk or pedestrian improvements can be coordinated with eligible roadway work.

SB 1 Local Partnership Program

The SB 1 Local Partnership Program provides funding to local and regional transportation agencies that have approved local transportation sales taxes, developer fees, or other voter-approved or imposed transportation fees. The program includes both formula and competitive components and can fund road maintenance, rehabilitation, active transportation, and related improvements. The competitive program typically requires a one-to-one match.

Caltrans Sustainable Transportation Planning Grant

Caltrans Sustainable Transportation Planning Grants support transportation planning activities that further state goals related to sustainability, equity,

safety, access, and multimodal transportation. While this program is not a construction funding source, it may support future corridor plans, community-based transportation plans, feasibility studies, or planning efforts needed to advance sidewalk priority areas toward implementation. San Joaquin County has been successful in past cycles, including receiving funding for community planning efforts in Garden Acres, August, and Boggs Tract.

Federal Funding Sources

Community Development Block Grant Program

The Community Development Block Grant program is a flexible federal funding source that helps communities address a wide range of community development needs. CDBG funds are often used for public infrastructure improvements, including sidewalk construction and repair, particularly where projects benefit low- and moderate-income residents.

CDBG may be appropriate for sidewalk projects in eligible communities where improvements support access to schools, services, transit, parks, or other community destinations.

Congestion Mitigation and Air Quality Improvement Program

The Congestion Mitigation and Air Quality Improvement Program provides funding for transportation projects and programs that help reduce congestion and improve air quality in areas that do not meet, or previously did not meet, national air quality standards. Sidewalk projects may be eligible when they can demonstrate a connection to reduced vehicle trips, improved access to transit, or increased walking activity.

Safe Streets and Roads for All Grant Program

The Safe Streets and Roads for All program is a federal grant program established through the Bipartisan Infrastructure Law. The program supports roadway safety planning and implementation projects that advance the national goal of eliminating roadway deaths and serious injuries. Sidewalk projects may be appropriate for SS4A implementation funding when they address documented safety needs, improve conditions for vulnerable road users, and are connected to an adopted safety action plan.



“

The roads were built mainly for cars and farm equipment, not for people walking or biking. It would be nice if pedestrians were considered more in future improvements.

– Resident



07 Appendices

Appendix A Reference Pedestrian and Sidewalk Plans

Appendix B Community Engagement Materials

Appendix C Pedestrian Improvements Toolkit

August 2026

San Joaquin County

Sidewalk Connectivity Plan

SAN JOAQUIN
COUNTY



Fehr & Peers

Appendix A

Reference Pedestrian & Sidewalk Plan

Reference Pedestrian & Sidewalk Plans

The following plans are examples of how goals, policies, and objectives are addressed across both rural and suburban contexts from other regionally serving agencies.

Napa Valley Transportation Authority Countywide Pedestrian Plan (2016)¹

The Napa Countywide Pedestrian Plan is intended to guide and inform pedestrian infrastructure, policies, programs, and development standards to make walking in Napa County safe, comfortable, convenient and enjoyable for all pedestrians. The plan aims to provide a pedestrian network that is well connected, safe, and enjoyable for Napa County residents and visitors of all levels of mobility. This plan aims to increase the number of pedestrian trips countywide and to set the groundwork for a shift in travel mode choice such that non-motorized options are widely available, accessible, and convenient.

The Napa Countywide Pedestrian Plan was completed to complement existing planning documents for all Napa County jurisdictions, and ultimately be combined with the Countywide Bicycle Plan (NVTa, January 2012) to create a Countywide Active Transportation Plan that will allow and position the County to effectively compete for project funding. This plan follows the 2015 Caltrans Active Transportation Program (ATP) Guidelines, which outline statewide requirements for what should be included in active transportation plans.

This project developed detailed sections analyzing pedestrian settings, gathering public and stakeholder input, and identifying priority projects and implementation plans. These focused assessments were created individually for each incorporated city (American Canyon, Calistoga, Napa, St. Helena, and Yountville) and the unincorporated communities of Napa County, ensuring that local context and needs were addressed. The overarching goals and policies that were the result of the plan are the following:

- Goal 1: Provide a connected network of pedestrian sidewalks, trails, and pathways in the County and its jurisdictions that are safe and accessible to a variety of users and that foster community interactions
 - Policy 1A: Protect the character and context of the County and its jurisdictions
 - Policy 1B: Prioritize safe routes to schools, safe routes to transit, and safe routes for seniors within the County
 - Policy 1C: Acknowledge the central role that the Vine Trail plays in active transportation infrastructure and prioritize connections between the trail and key destinations
 - Policy 1D: Work to reduce the rate of pedestrian collisions
 - Policy 1E: Connect key pedestrian desire lines via accessible sidewalks and marked crosswalks, focusing on downtown areas, transit stops, schools, senior housing and destinations, and tourist destinations and lodging
- Goal 2: Encourage a multimodal transportation system

¹ <https://nvta.ca.gov/planning-and-projects/planning/regional/napa-countywide-ped-plan/>

- Policy 2A: Adhere to the current design standards in this plan as well as local design standards and other national and state manuals when designing new or retrofitted streets and communities
- Policy 2B: Investigate the use of performance measures such as multi-modal level of service or built environment factors to facilitate complete streets implementation
- Policy 2C: Prioritize infrastructure projects that will increase the walk mode share, while also taking advantage of all available funding opportunities to construct pedestrian infrastructure, including private development with an appropriate nexus
- Policy 2D: Investigate creative parking measures such as shared parking, parking maximums, and strategic parking locations to encourage a “park once” environment in commercial districts
- Policy 2E: Review new development proposals to ensure pedestrian access and circulation is maintained or improved, including during construction phases
- Goal 3: Obtain funding for pedestrian projects
 - Policy 3A: Continue to allocate Capital Improvement Plan (CIP) funding to pedestrian projects Policy
 - Policy 3B: Pursue grant funding related to pedestrian projects Policy
 - Policy 3C: Identify new funding sources and partnership opportunities, such as those focusing on public health and sustainability
- Goal 4: Encourage and educate residents about walking and enforce safe interactions between pedestrians and motorists
 - Policy 4A: Increase public awareness of pedestrian facilities, amenities, and safety
 - Policy 4B: Pursue recognition such as Walk-Friendly Community status
 - Policy 4C: Implement ongoing pedestrian safety enforcement programs and campaigns
 - Policy 4D: Partner with local health agencies to encourage more activity among youth through the built environment to target childhood obesity
 - Policy 4E: Collaborate with local businesses to enhance wayfinding and streetscape amenities

The plan utilized a scoring system to identify and prioritize areas for pedestrian infrastructure projects. This prioritization framework evaluated multiple factors including population density, employment density, intersection density, and proximity to key destinations such as schools, parks, transit stops, and major retail centers.

The plan established the following metrics to track progress of the plan based on the goals:

Goal 1:

- Establish a construction pace of one pedestrian capital improvement project per year per jurisdiction
- Reduce annual pedestrian-related collision rate by half by 2040

Goal 2:

- Increase the number of walking trips to transit by 50% by 2040

Goal 3:

- Identify Complete Streets funding and project synergies with development and infrastructure projects

Goal 4:

- Administer SRTS programs to each interested school by the end of the grant cycle and secure grant to continue program
- Launch Safe Routes for Seniors and Safe Routes to Transit initiatives

Alameda Bicycle & Pedestrian Master Plan for Unincorporated Areas (2019)²

The Alameda County Public Works Agency (ACPWA) is dedicated to creating a safe, comfortable, and connected environment for walking and biking within the Unincorporated Areas of Alameda County. Many community members already ride bicycles, both for recreation and transportation. Everyone is a pedestrian at some point in their day, even if most trips are made via automobile, transit, or bicycle. This Alameda County Bicycle and Pedestrian Master Plan for the Unincorporated Areas (BPMP) equips ACPWA with recommendations to enhance existing bicycle and pedestrian infrastructure and to develop new facilities that strengthen the bicycle and pedestrian network.

The purpose of the BPMP is to outline implementable and visionary policies, projects, and programs that enhance the walking and biking environment in the Unincorporated Areas. The goals and policies implemented into the Bicycle & Pedestrian Master Plan are the following:

- Connectivity: Develop and maintain a connected and continuous bicycle and pedestrian network
- Access: Provide access for all users
- Safety: Improve safety for all modes of transportation
- Comfort: Consider the whole walking and biking experience through the provision of support facilities (ie bike parking, lighting, wayfinding signage)
- Awareness: Build community awareness of walking and biking as an alternative to driving; and an understanding of the safety responsibilities of all users
- Supportive land uses: Ensure that land uses support and promote walking and bicycling

The following performance measures that are used to evaluate how implementation progresses in achieving the goals and policies include:

- Level of comfort: Decrease in stress levels for bicyclists and pedestrians
- Safety: Decrease in rate and severity of collisions
- Sidewalk network: Increase in number of miles, width and quality of sidewalks
- Mode share: Increase in mode share of bicycles and pedestrians

The plan also includes prioritization scoring and implementations strategy for bicycle and pedestrian projects based on metrics related to the goals identified in the plan. The prioritization scoring for

² https://www.acpwa.org/acpwa-assets/docs/document-library/planning-doc/2019_Bicycle_and_Pedestrian_Master_Plan_FINALSjjs.pdf

sidewalk projects include vicinity to schools, parks, retain, senior centers, collision history, feasibility (such as right of way availability) and network connectivity gap closure, and functional classification with a priority on arterial and collector roads.

Imperial County Pedestrian Master Plan (2021)³

Imperial County developed a Pedestrian Master Plan to help create an integrated network of pedestrian facilities, focusing on the six unincorporated communities of the County that are currently lacking formal sidewalks and established walking paths and need safe routes for children and adults to walk to school and to destinations in the communities. The goal of this plan is to be the guiding document for Imperial County as it goes through the process of grant development for Active Transportation Program funding.

Much of the recommendations in this plan is build off of the Imperial County Active Transportation Plan by looking at the local context of the unincorporated communities and the opportunities and challenges these communities face in implementation of sidewalks and pedestrian improvements.

While each of the communities have some existing community plans with their own goals and policies, there are six basic principles that guide planning for Imperial County (2015 Land Use Element):

- Quality of life
- Safety for people and property
- Wide selection of social and economic opportunities
- Efficient use of natural, human, and financial resources
- Clean air, water, and land
- Quiet, beautiful communities and rural areas

The plan includes recommendations intending to create a safe and enhanced walkable environment throughout the targeted communities. The following are some of the goals and objectives of the existing community plans related to the County Pedestrian Master Plan:

- **Safe, Convenient and Efficient Transportation System:** The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and throughout the Niland Urban Area with minimum disruption to the environment.
 - Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.
 - Objective 1.2 Ensure safe and coordinated traffic patterns, continuous growth, and promote a planned and consistent development around the township area
 - Objective 1.3 Finance or seek funding for circulation system maintenance projects.
- **Alternative Modes of Transportation:** Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.
 - Objective 2.1 Ensure the safety of the public, including pedestrians and bicyclists.
 - Objective 2.2 Attempt to reduce motor vehicle air pollution

³ https://publicworks.imperialcounty.org/wp-content/uploads/2021/06/ICPMP_Final.web_.pdf

Appendix B

Community Engagement Materials

Sidewalk Connectivity Plan

Virtual Workshop Summary – August 2025

Introduction

On August 19th, 2025, the San Joaquin County Department of Public Works, in collaboration with Fehr & Peers and AIM Consulting, hosted the County's first virtual workshop via Zoom to discuss the Sidewalk Connectivity Plan. The primary objective of this meeting was to share progress on the Plan, gather community feedback, and highlight opportunities for residents to shape pedestrian safety and accessibility improvements.



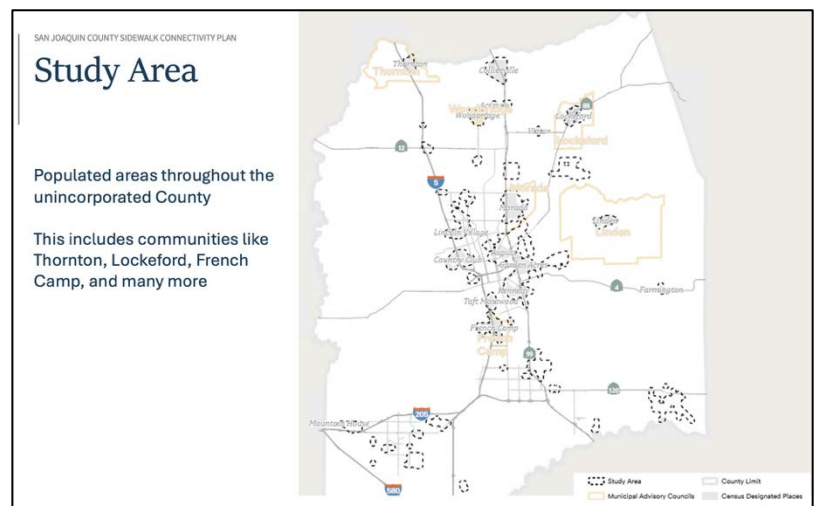
The workshop began with a welcome from the project team, introductions of County staff and consultants, and an overview of the project's goals and timeline. Participants engaged in interactive polling, a presentation on key findings, and breakout discussions focused on identifying sidewalk needs and priorities across unincorporated communities such as Thornton, Lockeford, and Linden.

Brief Project Background

The San Joaquin County Sidewalk Connectivity Plan is designed to create a safer and more connected pedestrian network that improves conditions for people traveling on foot or with mobility devices. The Plan will provide:

- **A comprehensive sidewalk inventory** covering more than 325 roadway miles in unincorporated areas.
- **Identification and prioritization of sidewalk gaps** to inform future investment.
- **Safety analysis** that incorporates collision data (2019–2023) and “pedestrian level of stress” assessments.
- **A toolkit of improvements** such as ADA-compliant curb ramps, crosswalk upgrades, Rectangular Rapid Flashing Beacons (RRFBs), side paths, and traffic-calming strategies.

The effort places a strong emphasis on equity and accessibility by engaging underserved communities, ensuring safe routes to schools, and addressing barriers such as uneven sidewalks, inadequate bus stop access, and obstructions within pedestrian paths.





Ultimately, the Sidewalk Connectivity Plan aims to promote walking as a safe, healthy, and sustainable mode of travel while guiding the County's long-term investment in pedestrian infrastructure.

Presentation

On August 19, Katie DeMaio (AIM Consulting) opened the meeting by welcoming participants, providing Zoom participation instructions, and reviewing the evening's agenda. She emphasized that the purpose of the workshop was to share progress on the Sidewalk Connectivity Plan and gather community feedback.

Following her introduction, Jeffrey Levers, Senior Transportation Engineer with San Joaquin County Public Works, introduced the County team and highlighted the critical role of community input in guiding future sidewalk and pedestrian improvements. He was joined by Najee Zarif (Deputy Director of Engineering), Marilissa Loera (Senior Planner), and Andrew Barnes (Engineer), who are also supporting development of the Plan.

Katie then introduced the Fehr & Peers consultant team—Kari McNickle, Adrian Engel, and Will Edmonson—as well as the AIM Consulting team—Blair Czarecki and Savannah Rose—who are leading engagement efforts and managing the Zoom meeting.

Live Poll #1

Katie then opened up the first poll that included the following questions, including:

1. Where do you live?
2. Walking in my neighborhood is...[fill in the blank]
3. Myself, my children, or my family members walk.....

Results

The responses from community members were as follows:

1. Where do you live?
 - a. 80% of participants live in another part of San Joaquin County.
 - i. Results included Stockton, Tracy, and Manteca.
 - b. 20% of participants live in the unincorporated parts of the County.
2. Walking in my neighborhood is...[fill in the blank]
 - a. Safe, scenic, peaceful
 - b. It's fairly peaceful and safe.
 - c. Trip hazard, debris/trash, uneven/broken pavement
 - d. Great
 - e. Dangerous...lots of corrupted sidewalks in the Oxford Circle area
 - f. Not great, uneven sidewalks
 - g. Hot!
 - h. Comfortable
 - i. Somewhat walkable
 - j. Not consistent
 - k. Enjoyable

I. Good

1. Walking in my neighborhood is..... (Short answer)

(13/13) 100% answered



3. Myself, my children, or my family members walk...

- 20% of participants rarely walk in San Joaquin County.
- 20% of participants sometimes walk in San Joaquin County.
- 30% of participants often walk in San Joaquin County.
- 30% of participants walk all the time in San Joaquin County.
- No participants never walk in San Joaquin County.

After the first round of live polls, Kari McNickle (Fehr & Peers) reviewed the goals of the Sidewalk Connectivity Plan. She explained that the Plan is designed to:

- Improve conditions for people walking or using mobility devices.
- Create a countywide inventory of existing sidewalks.
- Identify and prioritize sidewalk gaps to guide future investments.

Kari emphasized that enhancing safety and promoting walking as a healthy, sustainable mode of travel are central to the effort. The study area encompasses unincorporated communities, including Thornton, Lockeford, and French Camp.

She then highlighted progress to date:

- Data collection completed for more than 325 roadway miles.
- A detailed inventory of pedestrian facilities has been developed.
- A project website and interactive tools were launched.
- A safety analysis using 2019–2023 collision data was conducted.
- Introduction of a “pedestrian level of stress” framework.
- Initial outreach was carried out through MAC meetings and community events.

Community feedback has consistently stressed:

- The need for safe routes to schools.
- Concerns about speeding in neighborhoods.



- Poor sidewalk conditions and uneven pavement.
- A strong need for additional crosswalks and traffic calming.

Kari also underscored the project's equity focus, noting that the team is prioritizing underserved areas using CalEnviroScreen 4.0 and other indicators, such as childhood poverty levels measured through Free and Reduced-Price Meals eligibility.

Kari then turned the presentation over to Katie, who outlined current and upcoming outreach, including:

- MAC meetings and pop-up events.
- Social media campaigns.
- Partnerships with schools and local groups.

Katie encouraged participants to use the Story Map to identify specific improvement locations and to share it with others.

To conclude, Kari introduced the Pedestrian Toolkit, which outlines design and safety measures to improve walking conditions across the County. The toolkit includes strategies such as:

- New sidewalks and side paths.
- Enhanced shoulders.
- ADA-compliant curb ramps.
- Upgraded crosswalks with Rectangular Rapid Flashing Beacons (RRFBs).
- Traffic-calming treatments.

She emphasized that the toolkit's purpose is to create inclusive, accessible, and equitable streets for residents of all ages and abilities.

Live Poll #2

From there Katie launched the second poll with content pertaining to preferred pedestrian improvements.

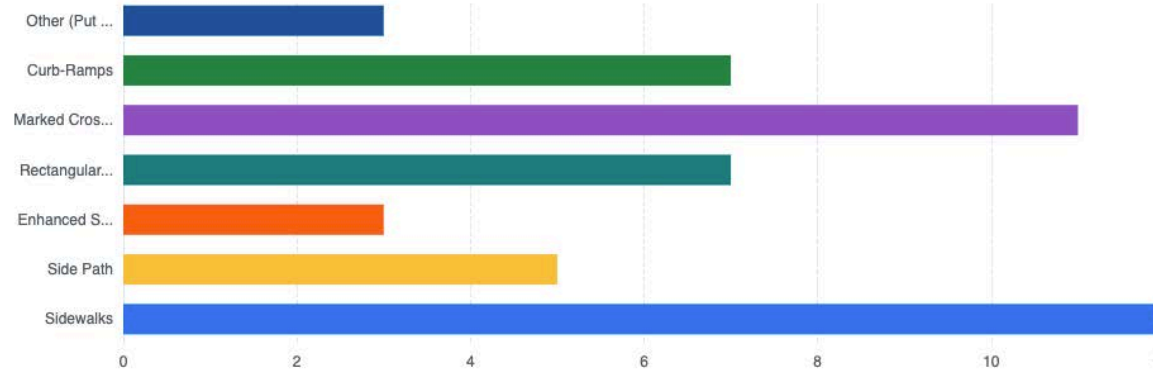
Results

4. What pedestrian improvements would you like to see in your community?
 - a. 75% of participants wanted sidewalk improvements.
 - b. 20% of participants wanted side path improvements.
 - c. 19% of participants wanted enhanced shoulders.
 - d. 44% of participants wanted rectangular rapid flashing beacons.
 - e. 69% of participants wanted marked shoulders.
 - f. 44% of participants wanted curb-ramps.
 - g. 19% of participants wanted other improvements not included in the list.

- i. Other results included requests for consistent placement of poles with crossing buttons, and calls for enhanced shoulders near Commodore Elementary on Michigan Street where no sidewalks exist.

1. What pedestrian improvements would you like to see in your community? [select all that apply] (Multiple choice)

(16/16) 100% answered



Kari outlined the project timeline for the coming months. The next steps include prioritizing key focus areas, identifying missing sidewalk segments, and developing a list of recommended improvements and priority projects. Community-specific outreach is scheduled for September and October 2025, followed by a Draft Plan Workshop in winter 2025, with plan adoption anticipated in January 2026. In the meantime, community members were encouraged to stay involved by visiting the project website and sharing feedback through the online interactive map and survey.

Kari then introduced the project website as a living hub where residents can find updates, schedules, and opportunities to participate. She demonstrated the interactive StoryMap, which displays existing sidewalks (blue), gaps (red), and community-submitted comments (red dots). Participants were encouraged to explore data layers—such as schools, parks, and bus stops—and use the “Place a Comment” feature to provide input. Kari emphasized that the tool is designed to make feedback easy and accessible, and that community input will directly shape project priorities.

Breakout Sessions

Following the live demonstration, Katie DeMaio organized breakout sessions to allow participants to share localized feedback. Community members were divided into two groups, each facilitated by a project team member.

Breakout Group 1 – Led by Kari McNickle

Kari structured her session as an open feedback discussion supported by the County’s Story Map.

- **General Q&A:** Participants were reminded that comments on the interactive map are welcome throughout the project, with the next two to three weeks being most useful for shaping the plan. Accessibility alternatives, such as written comments or direct calls, were also offered to visually impaired participants.



- **Accessibility Concerns:** Participants emphasized challenges with direct sidewalk access to businesses, inconsistent curb ramp design, poor bus stop access, uneven sidewalks, and obstructions such as utility poles or landscaping.
- **Positive Notes:** Participants noted pleasant walking experiences in Brentwood, Antioch, and Tracy, highlighting the value of shade, trees, and separation from traffic.

Breakout Group 2 – Led by William Tomlinson

William guided participants through a discussion of priorities, using the Story Map and project web application.

- **Web Application Feedback:** The tool was viewed as straightforward and easy to use, with staff offering technical support if needed.
- **Community Priorities:** Participants stressed the need for continuous sidewalks in unincorporated areas, safe routes to schools, ADA-compliant bus stop access, and better connectivity in neighborhoods like Country Club and Lammersville.
- **Equity and Access:** Feedback reinforced the importance of state-defined measures such as CalEnviroScreen, but also encouraged weighting food access (e.g., Linden as a food desert) alongside schools and parks.
- **Local Examples:** Specific priorities included ATP-funded sidewalk connections in Boggs Tract, delayed sidewalk projects on Hammer Lane, and ADA access issues in Banta.
- **Prioritization Factors:** Participants supported combining data (equity, safety, pedestrian stress levels, connectivity) with lived experience to guide project priorities.
- **Coordination with Cities:** Attendees asked about coordination with cities to avoid duplication. County staff confirmed some collaboration occurs, particularly for grant applications and shared projects such as Alpine Avenue.

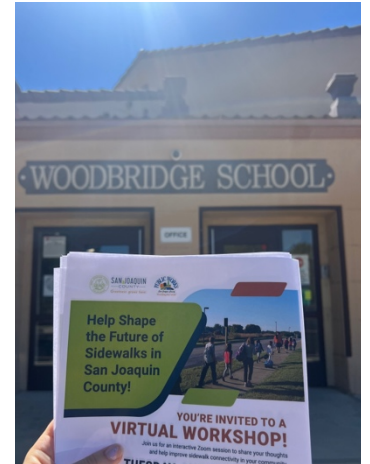
Closing Notes

The meeting concluded with reports from the breakout groups, both of which emphasized the importance of safe routes to schools, equitable access, and the need for stronger prioritization of sidewalk gap closures. Staff confirmed that the presentation slides would be made available on the project website, and participants were encouraged to continue adding comments to the Story Map, particularly highlighting routes they avoid due to safety concerns. As the process moves forward, the project team will refine the prioritization criteria and review community feedback for emerging patterns. The session concluded with appreciation from the project team for the community's continued participation and valuable input.

Awareness and Notifications

The project team used several different strategies to promote the workshop and garner community participation, including:

- **Email Communications:** The project team sent two rounds of personalized emails, and three Constant Contact campaigns were sent to stakeholders including community-based nonprofits, school districts, cultural and ethnic associations, business and civic groups, environmental advocates, and transportation providers as well as interested community members in advance of the August 19th workshop.
- **Flyer Delivery:** On August 14th, the project team visited unincorporated areas of the County to distribute flyers about the project and encourage workshop participation. Outreach included the following communities:
 - Woodbridge and Thornton
 - Lincoln Village and Colonial Heights
 - Linden and Lockeford
 - Waterloo, Collierville, Banta, Lockeford, Clements, and Victor
 - Stockton unincorporated areas, including August, Garden Acres, and Boggs Tract
 - Rural areas such as Linden, Farmington, and surrounding farm communities
- **Social Media:** Workshop information was shared on the San Joaquin County Department of Public Works social media channels and further promoted countywide through a targeted paid advertisement.



Flyer Delivery: August 14



Appendix A

Notes from Breakout Discussion #1

General Questions

- Comment submission timeline:
 - Feedback is accepted throughout the project, but most useful if provided in the next 2–3 weeks (up to one month) to allow time for incorporation.
- Accessibility for blind/visually impaired participants:
 - Interactive map is not fully accessible. Alternatives offered: written comments, dictated feedback, or separate calls. County staff contact (Marisella) provided via chat.

Accessibility & Infrastructure Issues Raised

- Access from sidewalks to businesses/strip malls
 - Pedestrians forced to cross through parking lots without direct walkways.
 - Considered unsafe for blind individuals and wheelchair users.
 - County authority limited if on private property, but recommendations can be passed along and tied to development codes.
- ADA / Curb Ramp Issues
 - Inconsistent and unsafe curb ramps, many designed diagonally across intersections instead of directly aligned with crosswalks.
 - Creates safety hazards for blind pedestrians (guide dogs follow straight lines) and for wheelchair users (forced into intersections before turning).
 - Participants want consistent, directional curb ramps recommended as standard.
- Bus Stop Accessibility
 - Rural bus stops often inaccessible: missing sidewalks, poorly placed curb cuts, or no curb ramps at all.
 - Wheelchair users and parents with strollers struggle to reach stops safely.
- Sidewalk Maintenance Issues
 - Uneven surfaces, settling, and height differentials create tripping hazards and cause wheelchair users to tip/fall.
 - Responsibility sometimes falls on businesses, but upkeep is often neglected.
- Driveway / Curb Cut Design
 - Entrances/exits into businesses often too narrow or steep, making sidewalks hazardous for walkers and wheelchair users.
- Utility Poles in Sidewalks
 - Poles block passage, leaving insufficient space for wheelchair users. Need wider sidewalks or rerouting around poles.
- Landscaping Hazards
 - Low-hanging branches, unmaintained trees, and messy fruit/seed-dropping species (e.g., sticky plum trees, spiky seed balls) create mobility hazards for both pedestrians and guide dogs.

Locations Highlighted



- City of Lodi (Kettleman & Crescent, Fremont, Hutchins, Highway 12 corridor):
 - Missing or stranded sidewalks leading only into parking lots.
 - Identified as a city issue, but County will pass comments to Lodi city staff.
- Woodbridge (near Woodbridge Elementary):
 - Gaps in sidewalks along Lilac Street and Orange Street noted as priorities for children walking to school.

Positive Feedback

- Some participants shared examples of pleasant walking areas in **Brentwood, Antioch, and Tracy**.
- Desired features include **separation from cars, shade trees, and safe landscaping**.

Notable Quotes

- *"Clicking around on a map isn't really accessible."*
- *"You can't get to the store without having to walk through the parking lot and through all the cars."*
- *"As a blind person, it would be nice to have consistency."*
- *"Directional curb ramps...you don't find those hardly ever."*
- *"Wherever there's a bus stop, sidewalks should be."*
- *"Sidewalks go up and down, and it causes people to trip... it's caused quite a few people to fall out of their wheelchairs."*
- *"When electricity poles are in the middle of the sidewalk, the sidewalks are not ADA compliant."*
- *"Landscaping, these trees that drop all over the ground—it's horrible. My guide dog doesn't even want to walk through it."*
- *"If there's a way to be separated from cars—whether a path, a trail, or low-water planting—that makes such a difference."*



Appendix B

Notes from Breakout Discussion #2

Web Application Feedback

- Participants reported the web application was easy to use and straightforward for leaving comments.
- No major issues were raised; one participant noted confidence in being able to use it effectively.
- Staff offered to assist anyone with screen-sharing if needed to help input comments.

Community Priorities and Feedback

- Walking and Sidewalks
 - Strong emphasis on the need for continuous sidewalks, particularly in the Country Club area and other unincorporated parts of the county.
 - Sidewalk gaps force pedestrians into roadways, creating safety concerns.
- Safety and Connectivity
 - School safety remains a recurring theme across community feedback.
 - Concerns about unsafe conditions near schools where bus service is unavailable, forcing a mix of cars and pedestrians (example: Lammersville Elementary).
 - Highlighted importance of sidewalks for ADA access and safe bus stop placement.
- Equity and Access
 - Prioritization will consider state-defined equity measures (CalEnviroScreen 4.0, free/reduced lunch thresholds).
 - Community feedback may adjust the weighting of categories (e.g., walkability to schools, gap closures, food access).
- Local Examples Raised
 - Linden: Identified as a “food desert” with two small grocery stores but no safe pedestrian access—suggestion to prioritize food access in addition to schools/parks.
 - Boggs Tract: County has secured ~\$5M ATP funding for new sidewalks and walkways, with priority connections between Washington Elementary, the community center, community farm, and Hazelton Avenue.
 - Hammer Lane: Anecdote about a 25+ year delay in sidewalk connectivity underscored the importance of addressing gaps more efficiently.
 - Banta: Lack of ADA-compliant bus stops prevents service from meeting community demand; future roadway realignment may improve access.

Prioritization Factors

- Prioritization will combine community input with data-driven factors:
 - Equity (CalEnviroScreen, school lunch program data).
 - Safety (pedestrian collisions).
 - Pedestrian level of stress (high speeds, multiple lanes).
 - Connectivity (schools, parks, bus stops, senior centers, libraries, post offices).
- Community input can shift weighting of these categories if strong patterns emerge (e.g., repeated emphasis on safe routes to school).



Coordination with Cities

- Participants asked about coordination with nearby city-led projects to avoid duplication.
- County staff confirmed:
 - Some coordination occurs, especially for grant applications and gap closures at jurisdictional boundaries.
 - Example: joint project on Alpine Avenue (City/County collaboration under ATP).
 - However, each jurisdiction must maintain its own plan and funding structure.
 - Separate data collection is necessary, but cross-agency collaboration strengthens grant competitiveness.

Closing Notes

- Staff confirmed slides will be made available on the project website after finalization.
- Participants encouraged to continue adding comments, especially noting routes they would like to use but avoid due to safety concerns.
- Next steps include refining prioritization criteria and reviewing feedback for patterns.

San Joaquin County – Countywide Sidewalk Connectivity Plan

Municipal Advisory Council Meetings at French Camp, Linden, and Thornton

Event Summaries

Introduction

San Joaquin County Public Works (Public Works) alongside the consultant project team initiated its *Countywide Sidewalk Connectivity Plan* (Plan) community engagement by presenting at Municipal Advisory Council (MAC) meetings in French Camp, Linden, and Thornton. The presentations aimed to gather feedback and information from the local community members regarding their experiences with pedestrian accessibility in the area. The project team supplemented the presentation by using interactive boards to encourage community members to share their feedback and suggestions on pedestrian facilities they would like implemented in their communities.



Boards set up in French Camp

Across the MAC meetings approximately 50 community members heard the presentation, visited the interactive boards, provided their comments, and actively participated in the meetings.

Project team members in attendance included:

- San Joaquin County Public Works
- Fehr & Peers

Project Overview

The Countywide Sidewalk Connectivity Plan will establish a vision on how to improve conditions for people traveling on foot or with mobility devices throughout San Joaquin County (County). This may include things like new sidewalks, marked crosswalks, rectangular rapid flashing beacons, and more.

The plan aims to create a continuous and integrated pedestrian network using a comprehensive database that recognizes sidewalks and marked cross walks throughout the unincorporated County. The recognized connectivity gaps partnered with the experience and recommendations of County residents will shape the plan. Identifying and prioritizing safe pedestrian routes to schools and parks, and designing for vulnerable users, can support positive mobility, health, and educational outcomes for San Joaquin County. Creating a plan for the County will set up specific projects for funding and implementation to achieve the visions and goals of County residents.



Project team presenting at the Linden MAC

MAC Meetings Format

The meetings were held at the following locations on the following dates:

- Health Plan of San Joaquin in French Camp on Thursday, May 15, 2025.
- Linden-Peters Fire Department in Linden on Wednesday, May 21, 2025.
- Thorton Community Hall in Thornton on Wednesday, June 4, 2025.

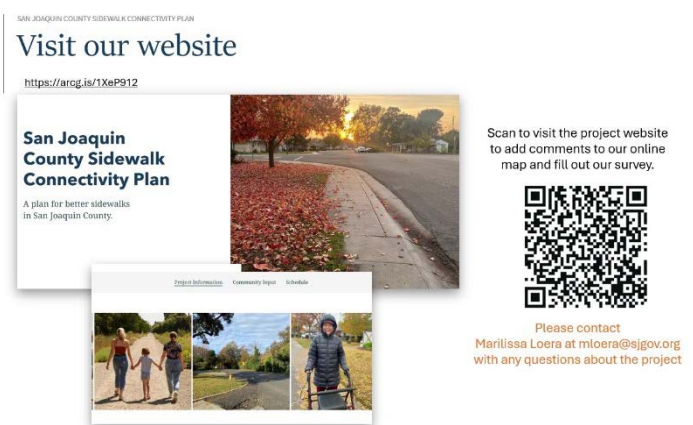
As they walked in, community members were presented with a Pedestrian Toolkit board and an Existing Facilities map. The Pedestrian Toolkit showcased potential features that could be incorporated into the community as a part of the plan. The Existing Facilities map outlined current sidewalks and crosswalks in the community while also demonstrating the gaps in connectivity. Community members were encouraged to share their thoughts and ideas by attaching post-it notes to designated boards, indicating the locations and facilities they would like to see in the plan.



Community members interacting with the boards at French Camp

The slideshow presentation of the plan provided an overview of the project and listed the following project goals:

- Enhancing pedestrian safety through San Joaquin County.
- Ensuring equitable access to pedestrian infrastructure for all users.
- Creating a continuous and integrated pedestrian network.
- Promoting walking to improve community health and environmental stability.



Final slide from slideshow presentation

During the question and comment section of the presentation community members shared ideas and concerns about pedestrian accessibility. Public Works staff noted comments down and posted them to the interactive boards. The presentation concluded by providing a QR code for the project website and promoting responses on the online map. Once the MAC meetings concluded community members were encouraged to provide further feedback with the interactive boards on their way out.

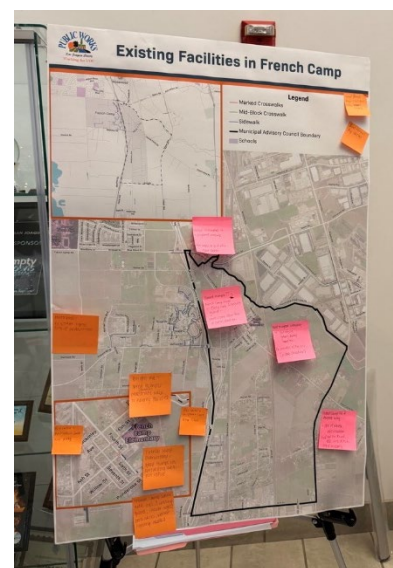
Each presentation was tailored to the community it was being presented to. French Camp's material was focused on pedestrian improvements that complement the rural environs the community has emphasized it wants to preserve. Linden's material highlighted pedestrian paths around a new roundabout included in its Active Transportation Program (ATP) Grant Application that the community supports.

Feedback From Community Members

MAC Meeting 1: French Camp

1. Comments

- a) Matthews Rd has no streetlights and lots of pedestrians.
- b) Fire station to post office could use rectangular rapid flashing beacons.
- c) Bright Rd needs speed humps/sidewalks, pedestrians walk to nearby facilities.
- d) Pedestrian crossing in street signs near school.
- e) French Camp Elementary needs speed humps in surrounding areas like the post office.
- f) French Camp Elementary only has 1 cross guard, clearer signs, crosswalks, and better lighting need for some other form of control/direction.
- g) Need to improve connectivity to post offices, grocery stores, hospitals, and be mindful of agricultural uses which need wider shoulders.
- h) French Camp Rd and Airport Way has lots of weeds, no shoulder, and a kid was hit on the road and fell into a ditch, there is lots of accidents.
- i) Don't restrict agricultural access.
- j) Speed bumps near school, post office, church.

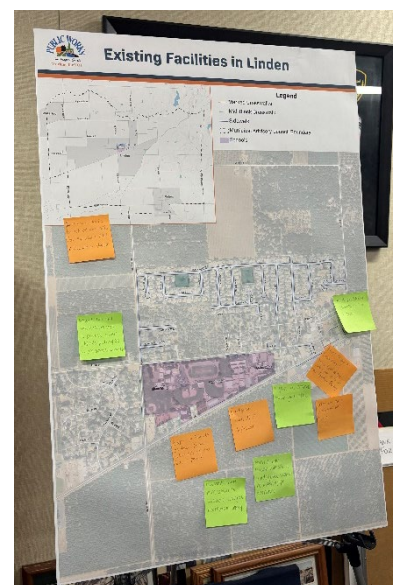


Map of Existing Facilities in French Camp with comments

MAC Meeting 2: Linden

1. Comments

- a) Northside of Highway 26 has lots of foot traffic from high school to Orlando's, kids walk on shoulder.
- b) Gaps in sidewalk on Front St near coffee shop where city Christmas tree is placed.
- c) Crosswalk needed from high school to Orlando's Market, more pedestrian safety needed along Highway 26.
- d) Inadequate sidewalk at high school.
- e) Front St near Linden high school has inadequate sidewalks between staff entrance.
- f) Lights needed on crosswalk near post office.
- g) Front St near high school is simply nuts! Several feet of poor sidewalk on north side near teacher parking.
- h) There are gaps in sidewalk near Fiore's.
- i) More pedestrian visibility on Highway 26 and Mill St.

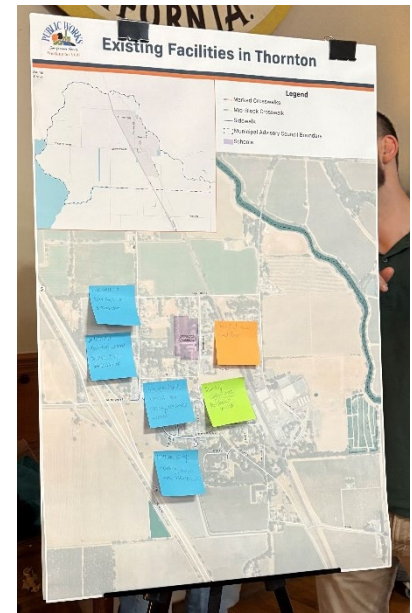


Map of Existing Facilities in Linden with comments

MAC Meeting 3: Thornton

1. Comments

- a) (Spanish) Crosswalk wanted on New Hope Rd & Thornton Rd.
- b) (Spanish) Pedestrian facilities needed to protect us from speeding cars on Thornton Rd from New Hope Rd to Walnut Grove Rd near the school there is a lot of pedestrian activity.
- c) Lots of pedestrian activity near library, crosswalks wanted.
- d) Crosswalk by library needs improvement with rectangular rapid flashing beacons or anything with a button and lights.
- e) Roundabout wanted at Thornton Rd and Walnut Grove Rd intersection.
- f) People cut around speed humps.



Map of Existing Facilities in Thornton with comments

What are the Next Steps?

The project team plans to continue engaging with the community with a variety of workshops starting this Summer. Stay tuned!

Engagement activities will give us the opportunity to understand:

- How and where County residents and employees travel to access education, employment, food and nutrition, health care, financial services, and recreation opportunities.
- Which pedestrian facilities the residents of each community prefer.
- Access and safety concerns for residents.

Stay engaged at our project website:

<https://arcg.is/1XeP912>

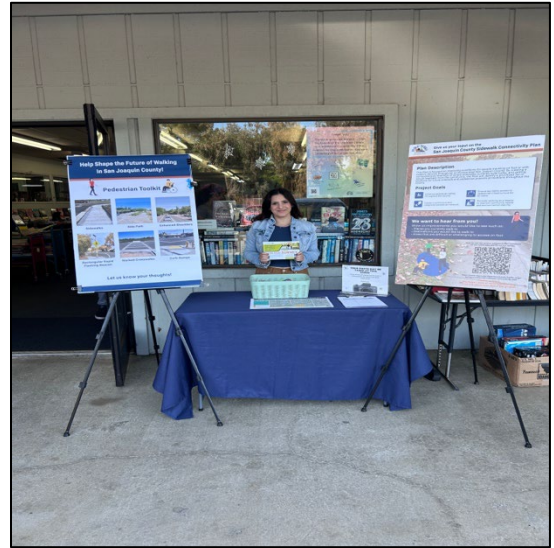
San Joaquin County Sidewalk Connectivity Plan

Touchpoint #2 Community Engagement Summary

Introduction: Engagement Overview

The San Joaquin County Sidewalk Connectivity Plan (Plan) is a countywide effort led by the San Joaquin County Department of Public Works to identify pedestrian infrastructure needs and develop recommendations that improve walking conditions throughout unincorporated areas of the County. The Plan focuses on addressing sidewalk gaps, improving pedestrian safety, enhancing accessibility, and creating stronger connections between neighborhoods and important community destinations such as schools, parks, transit stops, businesses, and public facilities.

A key component of the Plan is understanding the unique needs of residents who walk for transportation, recreation, school access, and everyday activities. Through community engagement and technical analysis, the County is identifying barriers to walking and prioritizing improvements that support safer and more convenient pedestrian travel.



Public outreach for the Plan focused on five priority communities where pedestrian connectivity needs were identified:

- **Thornton** – A rural community with limited pedestrian infrastructure and concerns about safe access to schools and community destinations.
- **Lockeford** – A growing community where residents highlighted the need for safer crossings, improved school access, and better pedestrian connections.
- **Linden** – A rural community with concerns related to sidewalk gaps, roadway crossings, and access to key services.
- **French Camp** – A community where residents emphasized the need for safer walking routes near schools, neighborhoods, and community facilities.
- **Colonial Heights** – An unincorporated Stockton-area neighborhood where residents identified missing sidewalks, unsafe crossings, and school-area safety concerns.

The Plan is being shaped through surveys, pop-up events, school partnerships, Municipal Advisory Committee (MAC) meetings, and other outreach activities to ensure community feedback directly informs future pedestrian improvement recommendations.

Touchpoint #2 Engagement Goals

- Increase awareness of the Plan
- Gather community-specific walking and sidewalk needs
- Identify barriers to walking
- Understand school-access concerns
- Prioritize future sidewalk investments
- Reach residents through schools, community events, pop-ups, mailers, surveys, and MAC meetings

Included:

- Mailers distributed to priority communities
- QR code directing residents to the survey (over 350 results so far!)
- Website promotion

Direct Mail Outreach

To help build awareness of the San Joaquin County Sidewalk Connectivity Plan and encourage participation from residents who may not attend community events or meetings, the project team conducted a targeted direct mail campaign within the five priority communities of Thornton, Lockeford, Linden, French Camp, and Colonial Heights.

A total of approximately **1,500 mailers** were distributed to households throughout the study areas. The mailer introduced residents to the Sidewalk Connectivity Plan, explained the purpose of the project, and invited community members to participate in the planning process by completing the project survey and visiting the project website. The mailer included a QR code and website link to provide easy access to project information and engagement opportunities.



The direct mail effort was designed to supplement other outreach activities, including school partnerships, community pop-up events, and MAC meetings, ensuring residents had multiple opportunities to learn about the project and share their feedback. By delivering information directly to households, the project team was able to increase awareness of the planning effort, reach traditionally hard-to-engage audiences, and encourage participation from residents across all five priority communities.

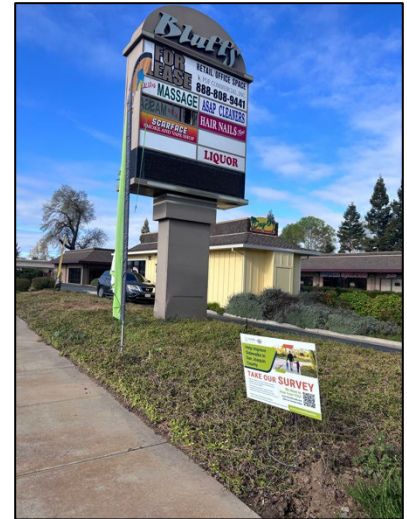
The mailer served as an important awareness tool throughout Touchpoint #2 and helped drive residents to the online survey, where they could identify sidewalk gaps, highlight safety concerns, and provide input on pedestrian improvement priorities within their communities.

Lawn Signs and Flyer Distribution

To increase awareness of the Sidewalk Connectivity Plan, the project team distributed flyers and installed lawn signs throughout the five priority communities of Thornton, Lockeford, Linden, French Camp, and Colonial Heights.

Flyers were distributed at schools, libraries, local businesses, community events, and other gathering places, providing residents with information about the project and directing them to the online survey. Lawn signs were placed in high-visibility locations near schools, parks, and community facilities to promote the project and encourage participation.

These efforts complemented the direct mail campaign and community outreach activities, helping reach residents through multiple channels and increasing awareness of opportunities to provide feedback.



Pop-Up Event Summaries

Three community pop-ups were conducted to meet residents where they already gather and collect localized pedestrian feedback.

Pop-Up #1: Lockeford Elementary School – 90's Family Dance Night

February 20, 2026

Attendance

- Approximately 50 comments received
- Families, students, and school staff engaged

Key Themes

- Need for safer school crossings
- Concerns about walking routes to school
- Desire for sidewalk connections to neighborhood destinations
- Support for traffic calming



Pedestrian Toolkit Results

Improvement	Votes
Side Path	8
Marked Crosswalks	8
RRFBs	6
Sidewalks	5
Enhanced Shoulders	2
Curb Ramps	1



Key Takeaways

- School-area safety emerged as the dominant concern.
- Crosswalks and side paths were consistently prioritized.
- Residents expressed interest in better connections along SR-88 and local routes.

Pop-Up #2: Weston Ranch Branch Library – French Camp

March 10, 2026

Attendance

- Approximately 15 comments received

Key Themes

- Need for sidewalks around French Camp Elementary
- Desire for safer crossings near schools



- Improved connections to San Joaquin General Hospital and community destinations

Pedestrian Toolkit Results

Improvement	Votes
Side Path	5
Marked Crosswalks	5
Sidewalks	3
RRFBs	3
Curb Ramps	2
Enhanced Shoulders	0

Key Takeaways

- School connectivity was the primary issue.
- Residents emphasized gaps between neighborhoods and community destinations.
- Crosswalk improvements were repeatedly requested.



Pop-Up #3: Friends of Stockton Public Library Bookstore – Colonial Heights

March 13, 2026

Attendance

- Approximately 45 residents engaged

Key Themes

- Dangerous crossings near Colonial Heights Elementary
- Sidewalks ending abruptly
- Need for student-safe walking routes
- Better neighborhood connectivity

Pedestrian Toolkit Results

Improvement	Votes
Sidewalks	7
RRFBs	5
Curb Ramps	3
Marked Crosswalks	2



Improvement	Votes
Side Path	1
Enhanced Shoulders	0

Key Takeaways

- Sidewalk construction was the highest priority.
- Residents consistently referenced school access and crossing safety.
- Community members focused on closing sidewalk gaps.

Pop-Up #4: Coffee with French Camp Elementary

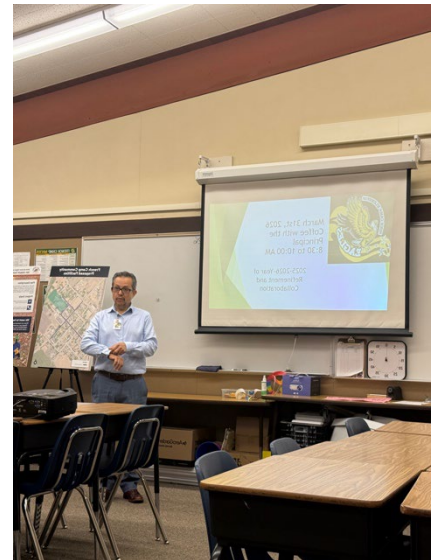
March 31, 2026

As part of the San Joaquin County Sidewalk Connectivity Plan outreach efforts, the project team participated in the French Camp Elementary School "Coffee with the Principal" event on March 31, 2026. The informal gathering provided an opportunity to engage directly with approximately 10 parents, caregivers, and community members who regularly travel to and from the school and surrounding neighborhoods.

Discussions focused heavily on pedestrian access and safety around French Camp Elementary School. Participants shared concerns regarding missing and incomplete sidewalks, particularly along routes commonly used by students and families walking to school. Community members identified several areas where gaps in the sidewalk network force pedestrians to walk along road shoulders or navigate uneven surfaces, creating accessibility and safety challenges.

Attendees also discussed difficulties accessing key destinations within the community, including schools, parks, local services, and transit stops. Many participants emphasized the importance of improving connections between residential areas and these destinations to create safer and more convenient walking routes. School access was identified as a priority concern, with residents noting traffic conflicts during pick-up and drop-off periods and the need for improved pedestrian infrastructure near campus entrances.

The event provided valuable local insight into daily walking conditions in French Camp and helped validate existing concerns regarding pedestrian connectivity and safety. Feedback gathered during the discussion will help inform future recommendations and prioritize sidewalk improvements that better connect residents to schools, community services, and other important destinations throughout the area.



Pop-Up #5: Linden Cherry Festival Booth

May 15, 2026

The last step of the Countywide Sidewalk Connectivity Plan outreach effort, the project team conducted a pop-up engagement activity at the Linden Cherry Festival on May 16, 2026. The event provided an opportunity to connect with residents in a familiar community setting and gather feedback on proposed pedestrian improvements within Linden. Attendees reviewed the proposed facilities map and shared comments regarding sidewalk needs, connectivity priorities, and community amenities.

Overall, feedback demonstrated strong support for improved pedestrian infrastructure, particularly connections between downtown Linden, schools, the library, and local destinations such as the grocery store. Residents emphasized the importance of sidewalks in areas frequently used by students and expressed support for sidewalks on both sides of streets where feasible. Several attendees specifically supported proposed improvements along Duncan Road.



Additional themes included requests for increased shade along walking routes and a desire for more neighborhood park space. Residents noted that many community members regularly walk throughout Linden, with one participant sharing that they frequently walk to the library and another noting they are a new parent who walks the area often. Feedback reflected a strong sense that pedestrian improvements are overdue, with one resident describing the proposed improvements as “long overdue.”

The Linden Cherry Festival provided valuable insight into local walking patterns and community priorities, reinforcing the need for safe, connected pedestrian facilities that improve access to schools, parks, community services, and commercial destinations.

Community Survey Summary

Survey Overview

As part of Touchpoint #2 outreach, the San Joaquin County Sidewalk Connectivity Plan survey was available to the public for approximately two months. The survey was promoted through a variety of outreach channels, including direct mailers, social media, community events, flyer distribution, lawn signs, school partnerships, and word-of-mouth outreach conducted by project team members and community partners.

The survey was designed to gather community-specific feedback on walking conditions, pedestrian safety concerns, sidewalk gaps, barriers to walking, and potential improvement priorities within the project's five focus communities: Thornton, Lockeford, Linden, French Camp, and Colonial Heights.

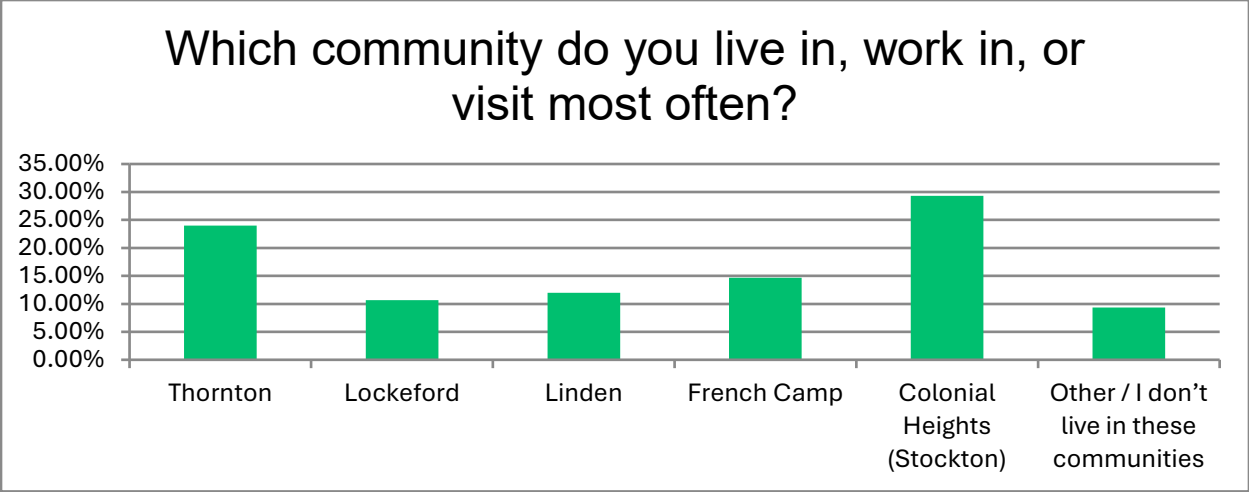
A total of **377 responses** were received from residents throughout the study area. The results provide valuable insight into how residents currently walk within their communities, the challenges they face, and the improvements they would like to see prioritized as part of the Countywide Sidewalk Connectivity Plan.

Survey Topics

- Walking frequency
- Walking destinations
- Perceived safety
- Barriers to walking
- School access
- Community priorities
- Future improvement preferences

Question-by-Question Results

Question 1: Community Represented

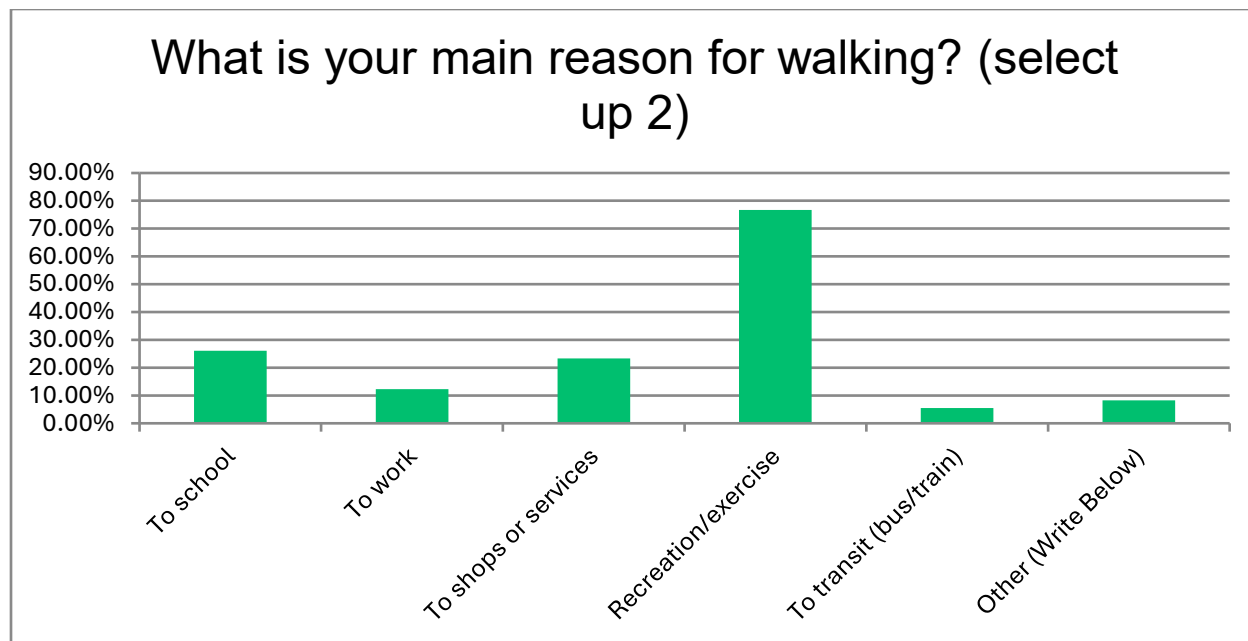


Question 2:



Observation:
A majority of respondents reported walking daily or several times per week, demonstrating a strong reliance on walking within their communities.

Question 3: Main Reasons for Walking



Other Include:

- Post Office/Stores
- Walk Dog
- Fresh Air
- Bus Stop
- Visit Neighbors

Question 4: Walking Safety Perceptions



Describe:

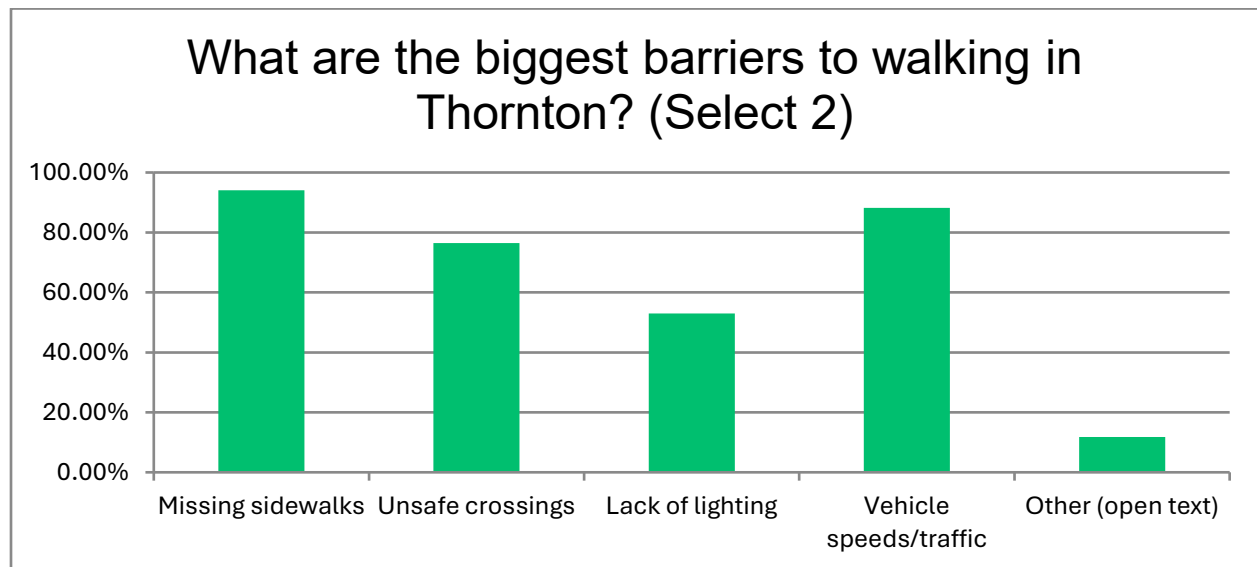
- Very safe
- Somewhat safe
- Neutral
- Somewhat unsafe
- Very unsafe

Question 5: Barriers in Thornton

- Between school and the library
- "Without sidewalks or some other maintained pedestrian path alongside Thornton Rd south of W Stockton St, I feel very unsafe trying to walk to the post office to pick up my mail or go to the Community Center or Library. I use a walker or a cane, yet I still stumble trying to walk through the overgrown, uneven roadside. On some (residential) streets in Thornton, it's possible to walk on the paved road since there is little traffic.
- If I walked on the pavement of Thornton Road, I would easily be able to ambulate but I would be a significant danger to drivers and myself.
- I either feel trapped in my own house or frightened of imminent danger if I step out. As a 100% disabled veteran who is homebound, I'm unable to do a lot of the things I used to do easily. Due to the danger of falling or being hit by a car, I am unable to do the one thing that I am still capable of, and that would help maintain my mobility - walking."
- Everywhere. Most of them connect from the school to the nearby homes and shops.
- Near bus stop locations along Highway 12
- by the school and the other side of the tracks
- Along the road in front of the fire station and mobile home park. All the way down to the crossroads of Thornton and Kile Rd.
- roads leading toward agricultural properties where workers and residents walk early
- Along Thornton Road near the elementary school and community areas where children walk
- At the intersection of Thornton Road and Walnut Grove Road, because drivers travel quickly through the intersection
- From the Fire Dept. to New Hope Rd.
- Sacramento Blvd and New Hope Rd
- Near drainage ditches or narrow bridges, where pedestrians are forced into travel lanes because there is no shoulder or sidewalk space
- Thornton Rd , Sacramento rd, Oak rd.
- Thornton community center/church areas where residents walk during events
- all over town.
- Main roads, by school and businesses.
- En todos lados la mayoría de las calles (*Everywhere on the majority of the streets*)
- The streets where the stores are located and the route to school.
- to and from church
- To and from the school for safety

- Thornton Road and Sacramento Boulevard
- Thornton Rd, Tower Rd
- New hope rd and Thornton rd
- Across Highway 12/Flag City area access points, where traffic speeds are high, and there are limited signs
- railroad crossing areas
- post office along N Thornton Rd
- Walnut Grove Rd - drivers drive too fast

Question 6: Barriers



Other:

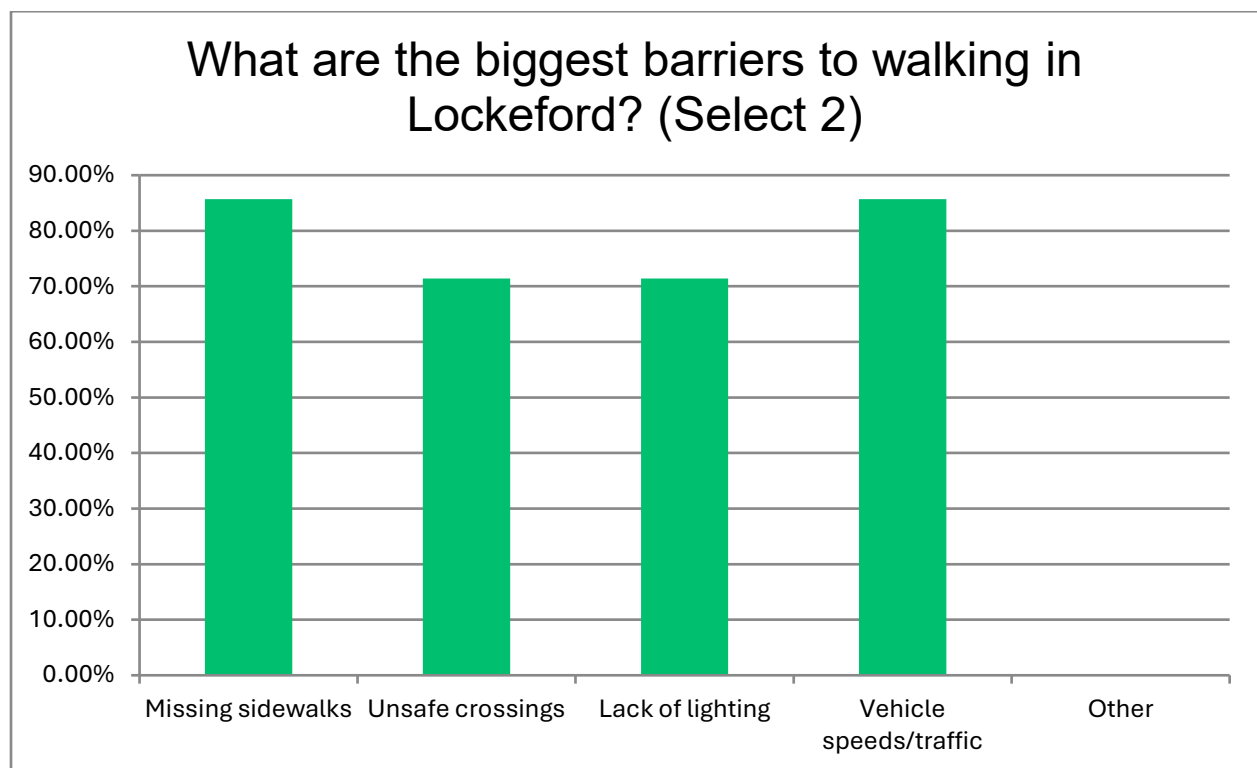
- Overgrown and uneven ground on the sides of Thornton Rd between N Midsection St and W Stockton St
- speed speed speed
- speeding cars
- walking on dirt and gravel
- When the highway gets impacted, commuters SPEED through town.
- HEAVY truck traffic
- Are there crosswalks?

- no shoulders
- long distance to cross the street
- too hot, no shade
- Railroad crossings too dangerous
- People do not look out for you
- Drivers don't see you

Question 7: How easy is it for students or families to walk to Lockeford Elementary?

- Very Easy – 0%
- Somewhat Easy – 28.75%
- Somewhat Difficult – 28.57%
- Very Difficult – 42.86%

Question 8: Lockeford



Question 9: How easy is it for students or families to walk to Linden Elementary or Linden High School?

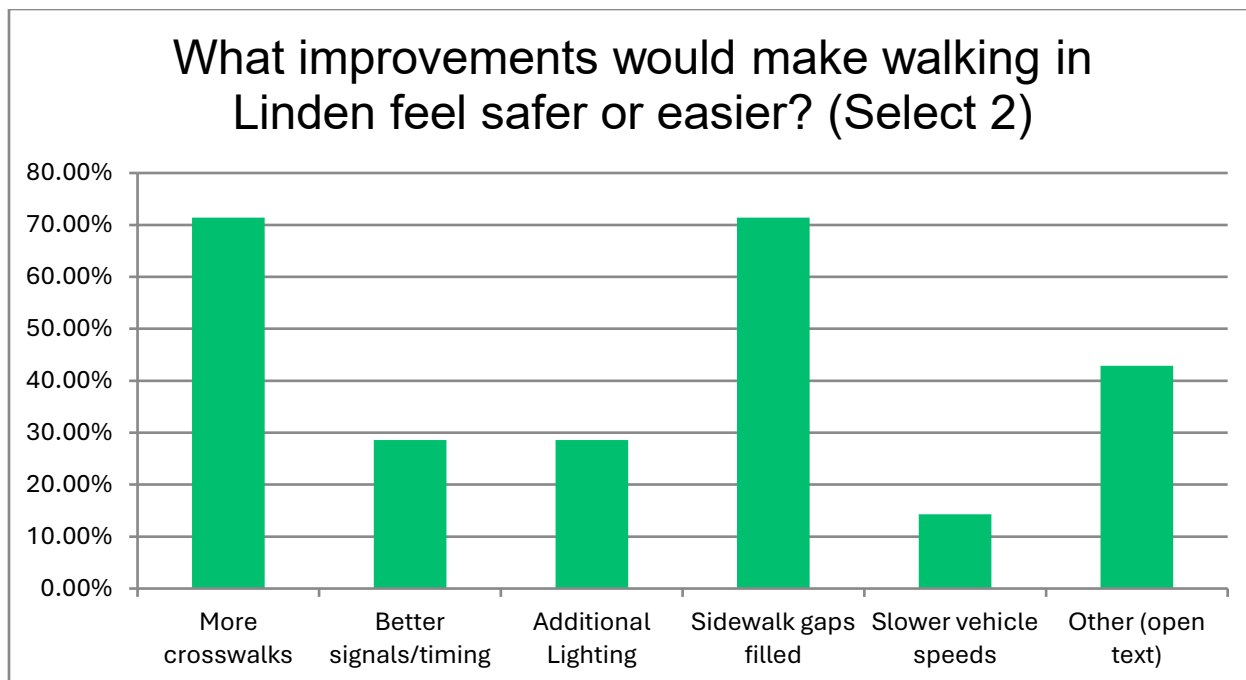
- Very Easy – 0%
- Somewhat Easy – 42.86%

- Somewhat Difficult – 57.14%
- Very Difficult – 0%

Question 10: Do you or your family walk across SR-26 to reach schools, services, or businesses in Linden?



Question 11:

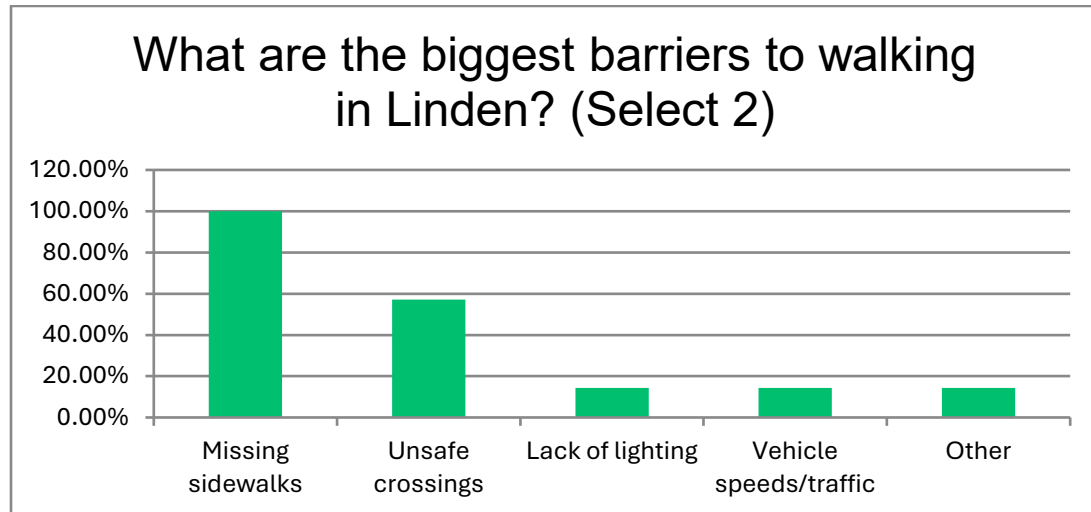


Other:

- More Sidewalks
- Walking in Linden is easy because it is flat, and the neighborhood is noticeably lacking in unhoused people. However, the lack of sidewalks makes it difficult because there are high school drivers and large machinery that drive along Front St, Duncan, and Archerdale
- Kids walking near the schools should not have to walk on narrow shoulders
- sidewalk added to narrow streets
- little shade in the summer
- crosswalks
- better paths for walking
- slow traffic down
- Cars driveway too fast through Linden, especially during commute hours and harvest season. It can feel really unsafe trying to cross the street or even walk along the shoulder with kids.
- The roads were built mainly for cars and farm equipment, not for people walking or biking. It would be nice if pedestrians were considered more in future improvements
- Lighting is a huge issue out here
- There are many older residents in Linden who would probably walk more if there were smoother sidewalks, benches, and safer crossings

- A lot of people in Linden Walk for exercise, but there really are not many safe places to do it without being right next to traffic.
- Even simple improvements like painted crosswalks

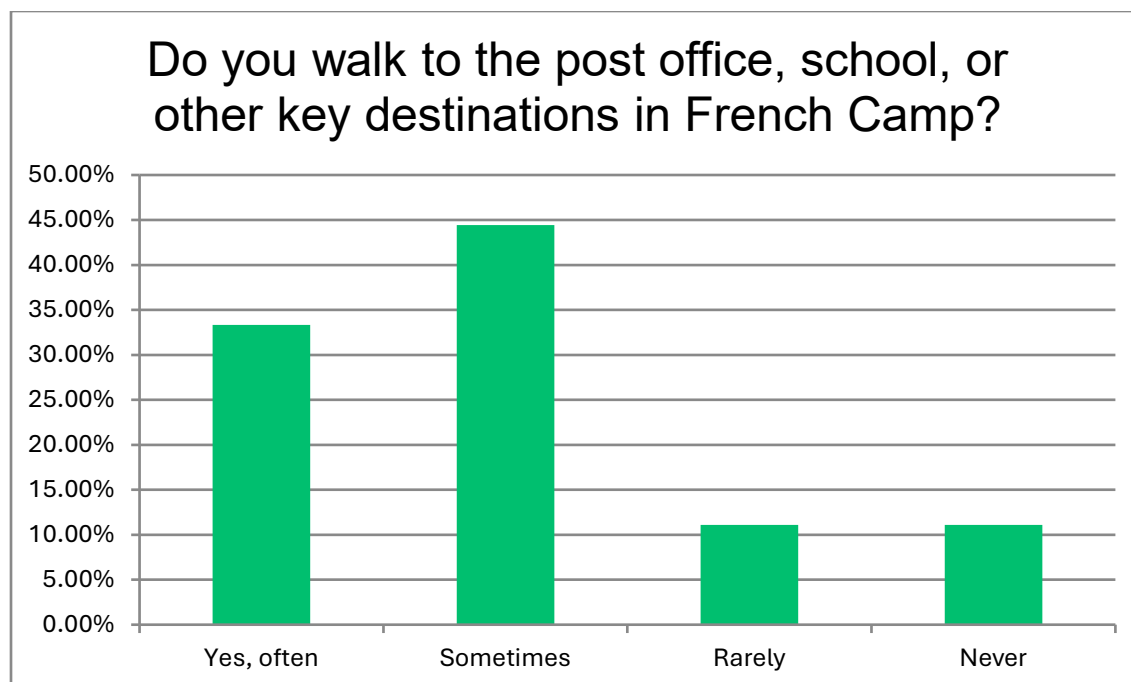
Question 12:



Other:

- Drivers not obeying posted speed limits
- Heavy truck and agricultural traffic
- Poor lighting at night
- Unsafe crossings especially for kids
- Narrow shoulders or lack of walking space
- Long distances between destinations
- lack of shade
- drivers do not see us
- Poor roadway conditions or uneven surfaces
- Limited ADA accessibility for seniors and people with disabilities

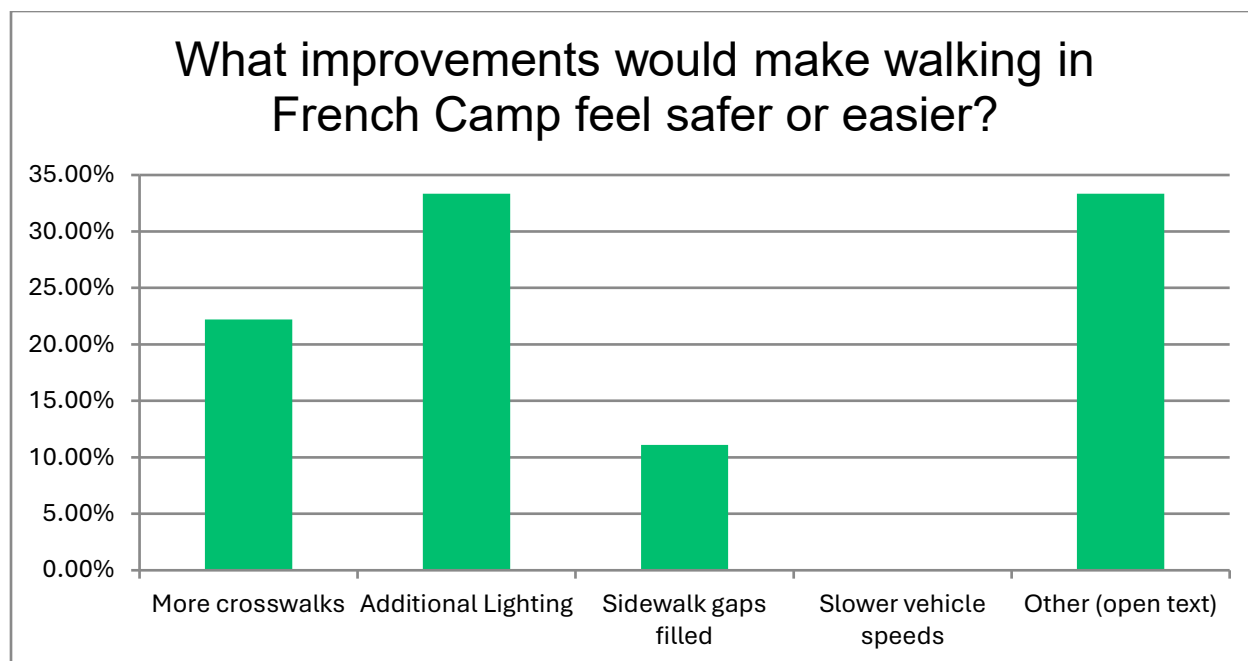
Question 13: Do you walk to the post office, school, or other key destinations in French Camp?



Question 14: Which streets or intersections in French Camp feel unsafe or need sidewalk improvements?

- Ash
- Fourth street
- Elm and French camp road"
- Mathews rd specially going to the school
- In front of French Camp Elementary School and the corners of Ash and French Camp Rd and also 4th and Ash.
- The I-5 ramp area at Mathews Road feels really dangerous to cross, especially with all the trucks and fast-moving traffic
- I would love to walk but there are NO sidewalks in French Camp. Its important that side walks be added in front of French Camp school, post office and fire station these are essential services.
- Matthews
- There are too many places in French Camp where sidewalks just stop and people are forced to walk in the street
- french camp road, by school
- French Camp Rd, McKinley, Airport Rd, Priest Rd
- Truck traffic through French Camp makes walking stressful, especially for kids and older residents

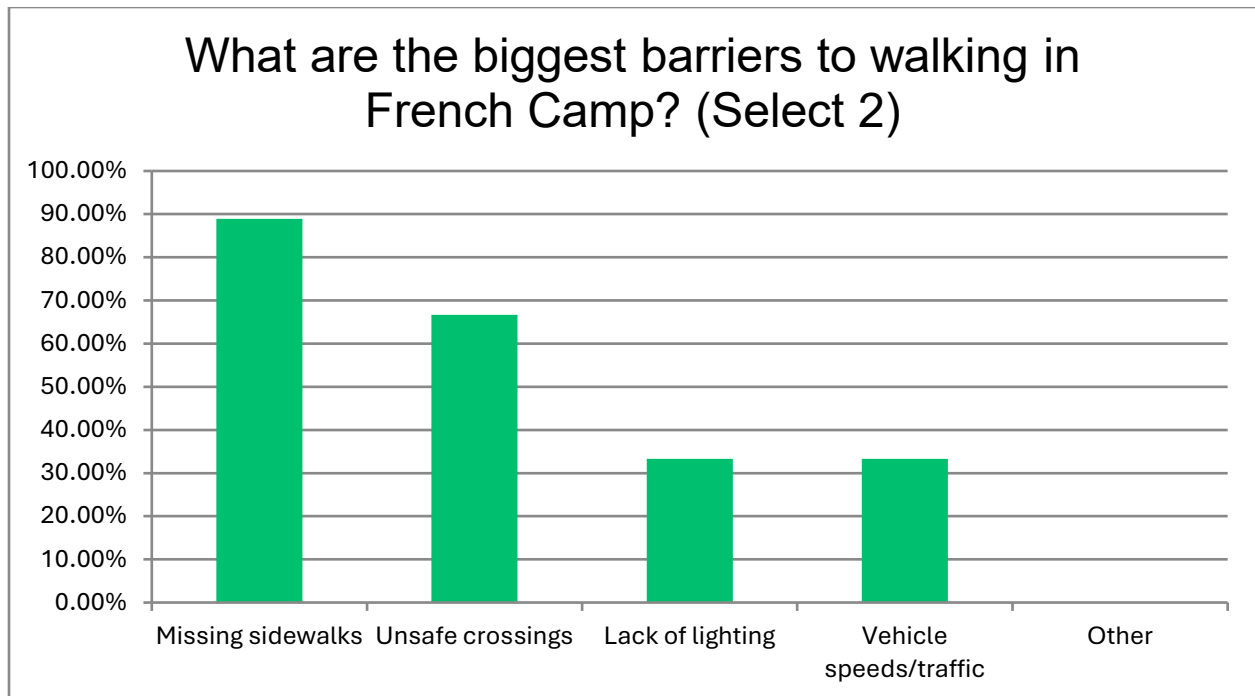
Question 15:



Other:

- Sidewalks
- All of the Above^^
- Adding sidewalks and lighting
- Truck traffic makes walking stressful
- Wider shoulders
- shade trees
- crosswalks that flash
- better lighting
- speed control
- Many sidewalks in older parts of French Camp are cracked or uneven. Repairs and curb ramps would really help seniors and people using wheelchairs or strollers
- We are walking on dirt shoulders, anything helps
- calm traffic - slow it down
- Parks and schools need help

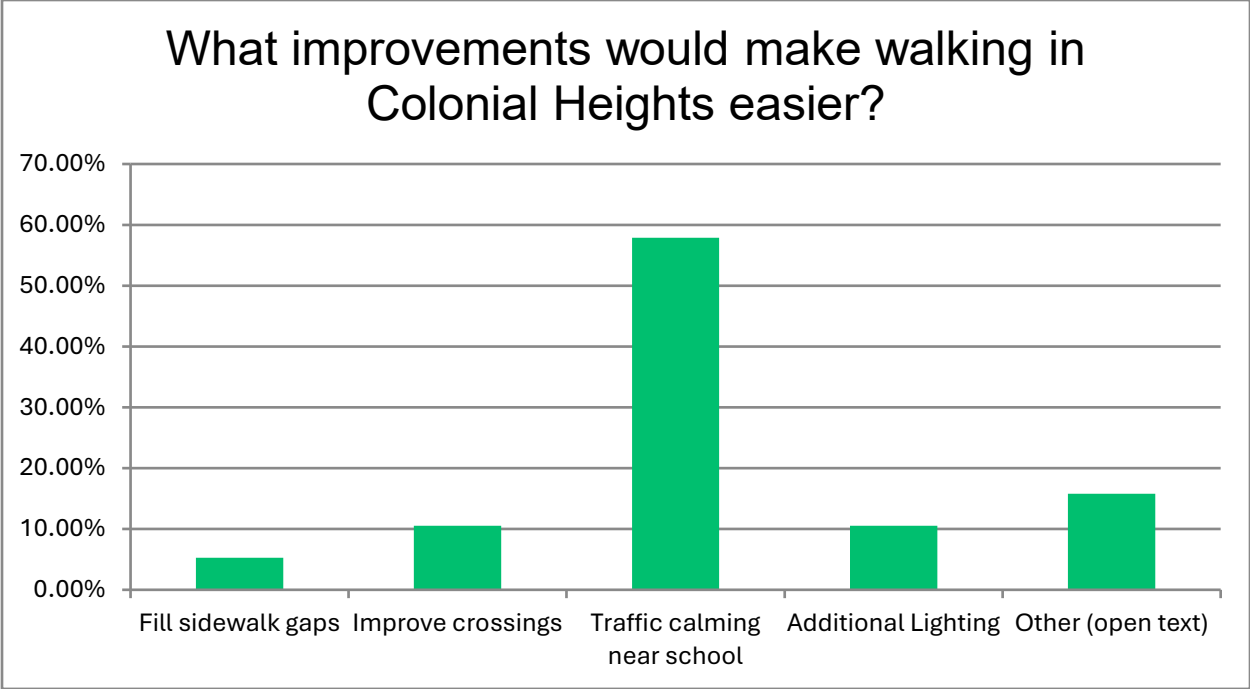
Question 16:



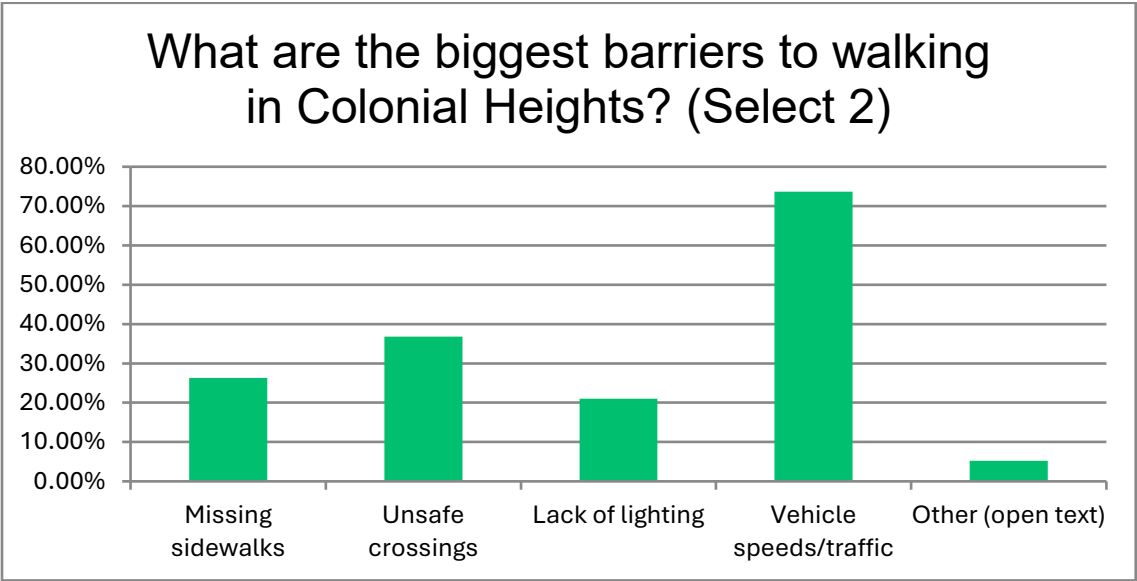
Question 17: How safe and convenient is it for children to walk to the elementary school in Colonial Heights?

- Very Safe/convenient: 38.89%
- Somewhat: 50%
- Very unsafe: 5.56%

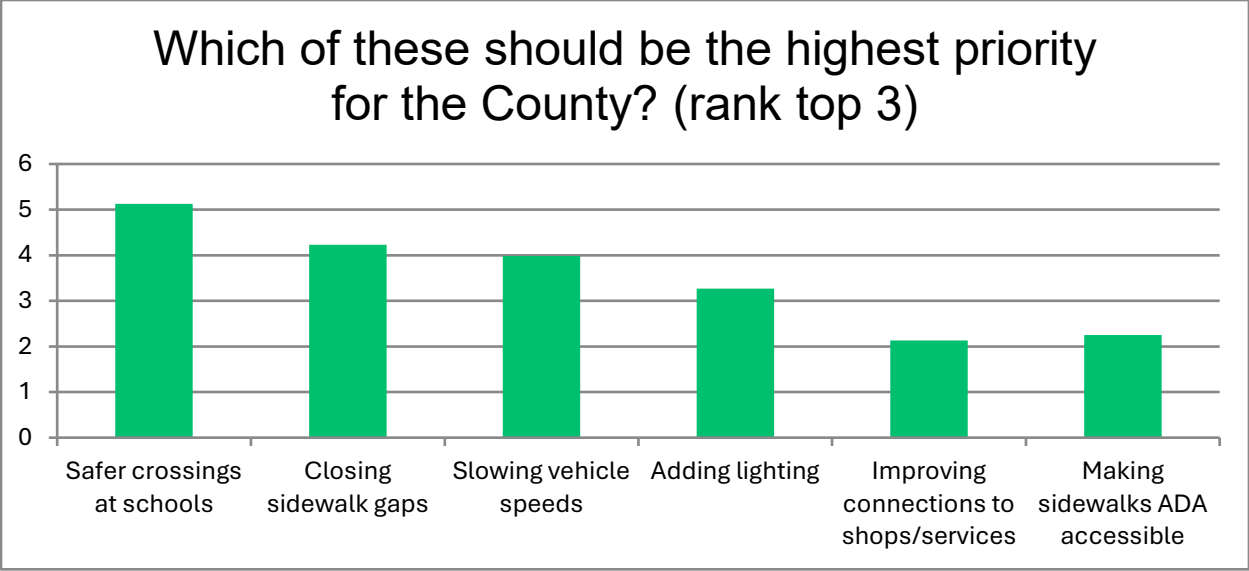
Question 18: What improvements would make walking in Colonial Heights easier?



Question 19: Colonial Heights



Question 20:



Question 21:



Additional Comments

Question 22:

- Crossing over Hwy 26 is always scary because our children are at the mercy of traffic to stop. In addition, walking to Rinaldi's on Duncan is scary for the same reason: the sidewalk ends, and you are forced to walk on the side of the road.
- Adding sidewalks and lighting would make it safer for everyone who has to walk to school or anywhere around French Camp
- None I can think of right now
- I want to feel safe to walk in my neighborhood with lit streets and better access to sidewalks instead of streets
- Missing sidewalks in different areas would improve safety greatly. Adding crosswalk safety lighting.
- Please find a way to decrease unsafe driving from commuters who don't think about our community.
- Having a bike lane through town. When I walk to the post office, I have to walk on the street, and it's unsafe because the cars go way too fast through town. It would be nice to have a recreation center. We built our own rose garden and VA memorial.
- School Safety number one concern!
- "Need sidewalks that connect the Bluffs and Lockeford Ranch (developments) to the elementary school.
- Jacktown Road at the bypass is very unsafe. Cars are gaining speed as they come off the highway and head south. There's no crosswalk or sidewalks for kids/walkers to use."
- It is nearly impossible to walk to Rinaldi's from Linden El or my house On Arrigone with a stroller. If nothing else, a sidewalk on Duncan between Front Street and Hwy 26 would make it safer and easier for parents with young children
- Slow down traffic and fix potholes.
- Please build walking, running, and hiking Trails in the areas around Tracy area
- Please address the traffic light in front of the school as well as the speed bumps in front of the school!
- Walking on the highway with sidewalks would be a great benefit to the community.
- Put in a camera at Paloma and San Diego to ticket all the drivers who drive in the oncoming traffic lane and run the stop sign at Paloma and San Pablo.
- Hern talking about this since early 2020 other places are put in front of my community all the time, boggs tract is overdue for a community update
- Improve pedestrian signage and sightlines at intersections.
- None
- "Create a marked crossing, with a light alert at Paloma and Solano across from the preschool, it is a high cross area with no marked crosswalk. Also, a lighted or flashing crosswalk at Balboa and Valencia would improve walking safety near the school and slow vehicle traffic.
- The cars are flying through the community streets from the freeway. No stop signs to slow cars down. Can be very dangerous.
- Walking paths would be ideal so the community can exercise safely

- Round a bout at Thornton Road X Sacramento Blvd X Oak Street
- I often see cars driving by at high speed on my street, which makes me feel unsafe for my family and me.
- Linden High School needs to encourage students to use the school parking lot and not park on the narrow neighborhood streets.
- Ensuring speed bumps are added in most neighborhoods, and more lights
- Hope it gets corrected
- Need traffic calming on Paloma Ave west of the school
- I work at the school and walk daily in the area. If I feel unsafe, I can't imagine how our students feel when some of them are walking from Airport Rd, Priest Rd, McKinley, or El Dorado.
- Lockeford definitely needs safer sidewalks and lighting for the community

Municipal Advisory Committee (MAC) Meeting Summary

Overview

MAC meetings are an important strategy for reaching community leaders, residents, and decision-makers. The outreach strategy specifically identified participation in local MAC meetings as a core engagement activity.

Meetings Attended:

- Linden MAC – March 18th, 2026
- Lockeford MAC – March 19th, 2026
- Thornton MAC – April 1st, 2026

Notes from Meetings:

Technical / Corridor-Specific Feedback

- **Existing Bike Lane History (Duncan corridor):** A resident noted that up until about 10 years ago, there was a striped lane between Front Street and 26th Street that was later removed and never restriped. They suggested restoring the accommodation, noting there are many users north of the area and that a dedicated space would create clearer expectations for drivers and cyclists. Follow-up question raised: *Why was the lane removed?*
- **Side of Street Preferences:** Feedback indicated that bike/pedestrian facilities may not be necessary on both sides of certain streets and asked whether improvements could be consolidated to one side. Response: flexibility exists to consider one-sided improvements.



- **Football Stadium Area Safety:** Concerns have been raised about pedestrian/bicycle interactions with vehicles near the football stadium, especially during busy times. Suggestion that facilities may function better on the opposite side of the roadway.
- **Drainage/Grade Issue:** Resident noted drainage problems on Front Street, where slow drainage creates ponding and makes it difficult to travel straight, sometimes requiring drivers to maneuver around water. Mention of what appears to be a double 2% grade contributing to the issue.
- **Lockeford / Hammond Connection:** Concern identified regarding an informal cut-through route used by children near the Hammond connection.
- **Tully Road Housing Development Area:** County traffic study underway. Interest expressed in curb, gutter, sidewalk improvements on one side of the road and exploration of a crosswalk. Desire to coordinate with schools regarding a crossing guard. Safety emphasized as a priority, with discussion of potentially wider paths depending on available right-of-way.
- **Cotton Road:** Request for a flashing beacon/light to improve crossing visibility and safety.
- **Jack Tone Bypass Curve:** Question raised about improvements near the curve off the state highway. Clarified that the discussion is focused on a limited footprint rather than the entire curve, though speeding concerns were acknowledged and may warrant a larger County effort.
- **SR-88 and Tully Crosswalk:** Concern raised that the crosswalk is only three-sided. While the housing development may be responsible for the east side, children reportedly approach from the west side, creating a connectivity and safety gap.
- **Lockeford Ranch / Jack Tone Bypass Connection:** Request for information on future crossing or connectivity improvements across the Jack Tone Bypass.

General Questions / Broader Feedback

- **Project Status:** Clarification requested on whether this is a proposal. Response provided that the effort is currently in the feedback stage and community preferences are being gathered.



- **Funding Questions:** Multiple questions were raised about who would pay for improvements and how projects would be funded. Response noted potential state funding opportunities and other funding options depending on roadway plans and project scope.
- **Right-of-Way / Property Impacts:** Question raised about whether front yards are ever acquired for projects. Response emphasized efforts to remain within the County right-of-way whenever possible.
- **Desire for Agency Recommendation:** Some participants expressed a preference for staff/consultants to provide a recommended option rather than only presenting alternatives.
- **Parking and Subdivision Impacts:** Questions raised regarding how parking and subdivision access/operations may be affected by proposed improvements.
- **Safety Priority:** Repeated emphasis throughout the discussion that pedestrian and bicycle safety should remain a key consideration in project development.

Key Findings and Conclusions

Major Themes Heard Across All Touchpoint #2 Activities

School Safety

The most consistent theme across surveys, pop-ups, and community conversations was the need for safer routes to school.

Missing Sidewalks

Residents repeatedly identified missing sidewalk segments as a barrier to walking.

Unsafe Crossings

Crossing major roadways and school-area streets remains a significant concern.

Traffic Speeds

Speeding vehicles were frequently mentioned in every community.

Demand for Connectivity

Residents want better connections between neighborhoods, schools, parks, libraries, services, and community destinations.

Strong Support for Improvements

Survey responses indicate residents are highly likely to use new pedestrian facilities once constructed.

Appendix C

Pedestrian Improvements Toolkit

This toolkit includes recommendations for pedestrian facilities that are flexible and implementable in a variety of contexts throughout San Joaquin County. They were developed based on national best practices and on peer jurisdictions across the country.

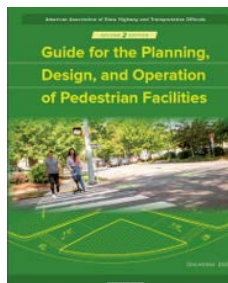
The types of facilities featured in this toolkit include:

- [Sidewalks](#)
- [Paths](#)
- [Enhanced shoulders](#)
- [Crossing treatments](#)

Pedestrian Improvements Toolkit

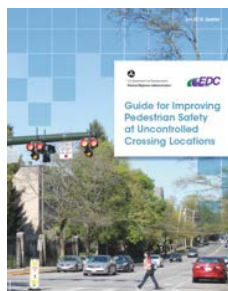
National Standards and Resources

The national publications featured here are important resources for planning and design guidance for implementing pedestrian facilities. These resources were referenced when developing this toolkit.



American Association of State Highway and Transportation Officials (AASHTO)

Guide for the Planning, Design, and Operation of Pedestrian Facilities (2021)



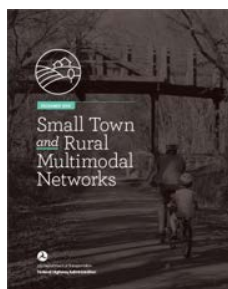
Federal Highway Administration (FHWA)

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)



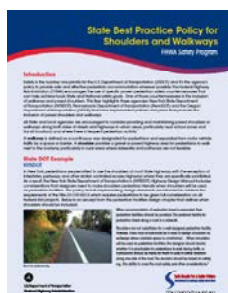
U.S. Access Board

Public Right-of-Way Accessibility Guidelines (2023)



Federal Highway Administration (FHWA)

Small Town and Rural Multimodal Networks (2016)



Federal Highway Administration (FHWA)

State Best Practice Policy for Shoulders and Walkways



National Association of City Transportation Officials (NACTO)

Sidewalks



Safe Routes to School (SRTS)

Sidewalks (2025)

The publications below were also referenced when developing this toolkit. They encompass facility design guidelines at the city, county, and state level across various jurisdictions.

Alameda County

Bicycle and Pedestrian Facilities Toolkit (2018)

City and County of Denver

Complete Streets Design Guidelines (2020)

City of Stockton

Pedestrian Safety and Crosswalk Installation Guidelines (2020)

Active Transportation Alliance

Complete Streets, Complete Networks: Rural Contexts (2014)

California Department of Transportation

Complete Intersections: A Guide to Restructuring Intersections and Interchanges for bicyclists and Pedestrians (2010)

City of Burbank

Complete Streets Plan (2020)

Public Right-of-Way Accessibility Guidelines

This document reflects changes in the final Public Right-of-Way Accessibility Guidelines (PROWAG) published on August 8, 2023. The final rule went into effect on September 7, 2023, but has not been adopted by the Department of Justice, who would then update Americans with Disabilities Act (ADA) standards and be the enforcing agency requiring local agencies to update local standards. Best practices include accounting for the new guidance in the law to avoid costly redesign or reconstruction.

Considerations for Facility Types

Three primary categories of linear pedestrian facilities are discussed in this document. A comparison of considerations for each is provided in the matrix below.

	Cost	Annual Maintenance Effort	Safety/ Comfort	Utility/Drainage Impacts	Right of Way Impacts	User Mix
Sidewalks	Comfort	Utility/	High	High	Med	Pedestrians
Paths	Drainage Impacts	Right of Way Impacts	User Mix	Med	High	Bicyclists & Pedestrians
Enhanced Shoulders	\$	Low	Low	Low	Low	Bicyclists & Pedestrians

Sidewalks

Sidewalk facilities are paved surfaces that run parallel with and adjacent to the roadway. They are contextually appropriate in urban and suburban conditions with existing curb and gutter, or when new urban or suburban development requires upgraded roadways, curb and gutter, and pedestrian facilities. Sidewalks are also appropriate in rural areas with higher pedestrian and commercial activity, such as main streets.

When pedestrian facilities are present, curb and gutter are an important component of the roadway in many contexts. The curb both physically and visually separates an attached sidewalk from the roadway, providing an added level of safety for pedestrians. The curb and gutter are also crucial for stormwater management, as they channel water from impervious surfaces, including sidewalks, into drainage systems. It is often contextually appropriate for a roadway in a rural area to lack curb and gutter, even with a detached sidewalk present, especially where open ditches and other stormwater drainage methods are used.

Facility Elements

- The **frontage zone** is the section of sidewalk adjacent to buildings, including building façade. It functions as an extension of the building.
- The **pedestrian zone** refers to the primary pathway for clear pedestrian travel. The pedestrian zone should be wide enough to accommodate expected or existing pedestrian volumes and clear from obstructions. If an amenity zone is not feasible and the sidewalk must be immediately adjacent to the roadway, the zone should include sufficient width to serve as a buffer.

- The **amenity zone** is the section of sidewalk between the pedestrian zone and the curbspace that includes amenities such as planters, utilities, and street furniture. It creates a buffer from vehicular traffic.
- The **curbspace** is roadway space adjacent to the sidewalk between the curb and vehicular travel lanes. Buffers in the curbspace include features like parking lanes, curb extensions, and bike lanes.

Universal Design Standards

Refer to accessibility guidelines and standards in [Attachment A](#) for more details on specific requirements.

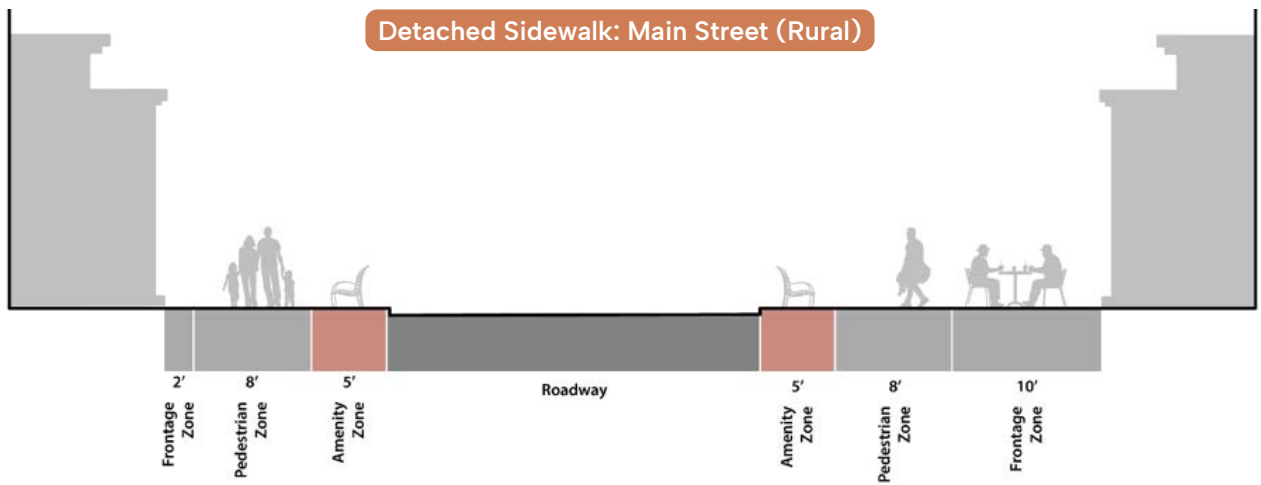
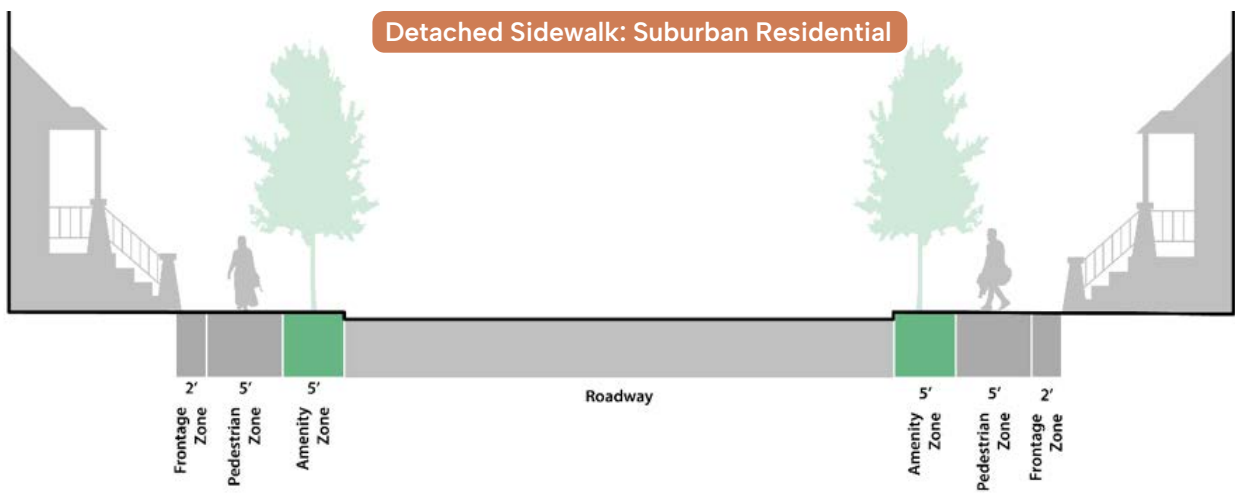
Detached Sidewalks

Detached sidewalks are separated from the roadway with a wider amenity zone by either a landscaped or hardscaped buffer. While detached sidewalks require more space, they are considered safer and more comfortable due to increased distance between pedestrians and vehicles. For this reason, detached sidewalks are the ideal sidewalk build condition along high-speed, high-volume roadways. Detached sidewalks are also ideal in areas with high pedestrian volumes and/or commercial activity, such as urban core and downtown areas, and along main streets.

Landscaped buffers can make a streetscape more inviting, and incorporating green infrastructure can provide tree canopies for shade and stormwater management. There are additional maintenance considerations when planning for landscaped buffers. However, hardscaped buffers are useful for street furniture, bicycle racks, and other similar amenities and are a viable alternative in scenarios in which there is no mechanism for planting maintenance.

Example Contexts	Frontage Zone	Pedestrian Zone	Amenity Zone	Total Width
Downtown/Urban Core	0'-10'	8'-12'	5'-12'	13'-32'
Suburban Commercial	0'-6'	5'-6'	5'-12'	10'-24'
Suburban Residential	0'-2'	5'-6'	5'-12'	10'-20'
Main Streets	2'-10'	8'-12'	5'-12'	15'-32'
Rural Residential	1'-2'	5'-6'	2'-4'	8'-12'

Sources: Denver Complete Streets Guidelines. AASHTO Pedestrian and Bicycle, Guide for the Planning, Design, and Operation of Pedestrian Facilities. FHWA Small Town and Rural Multimodal Networks.



Attached Sidewalks

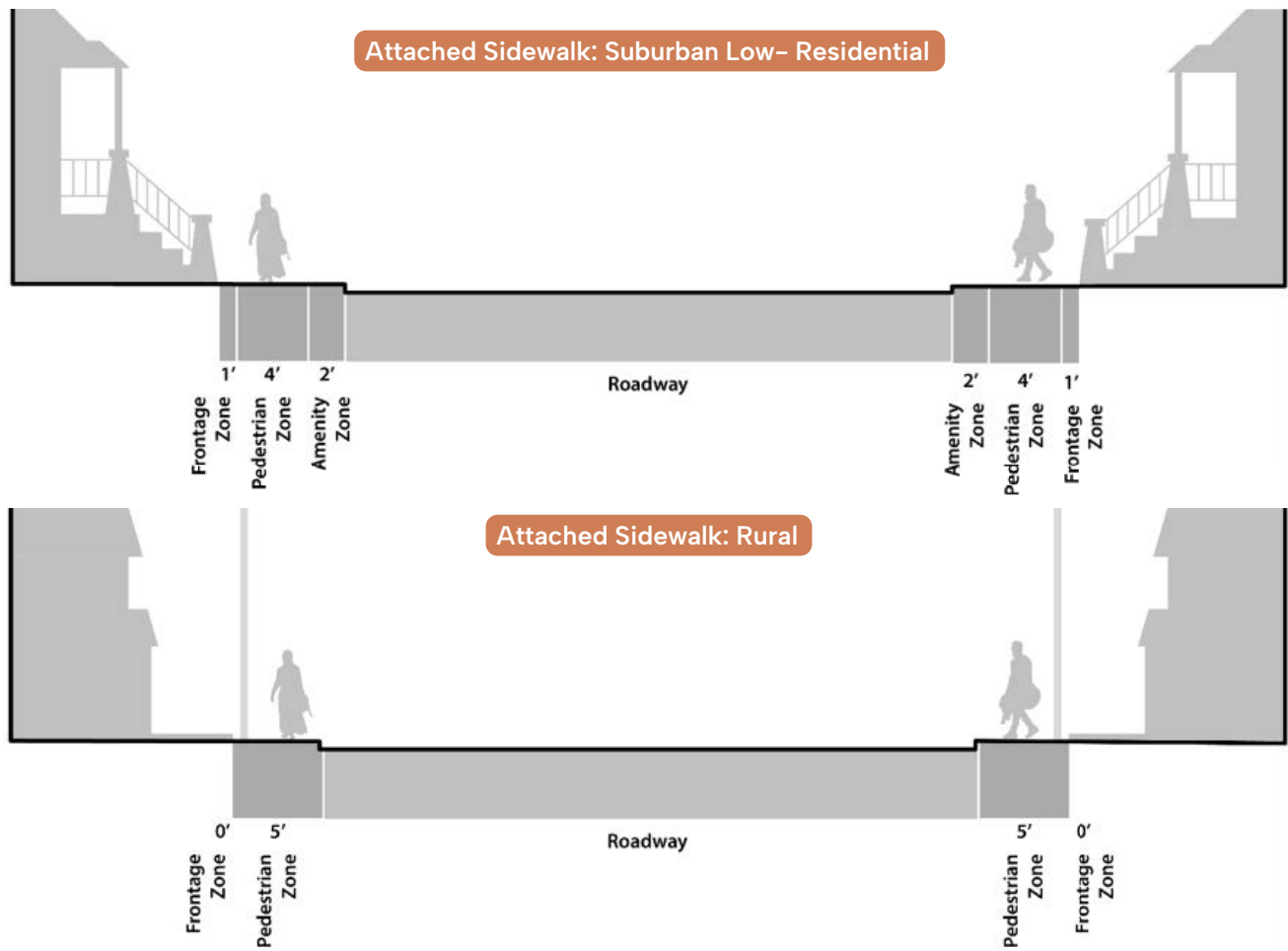
Attached sidewalks run along the roadway and are adjacent to the curb and gutter with no amenity zone buffer. Ideally, an attached sidewalk should be wider than the minimum pedestrian zone width to allow for increased separation from the roadway. If conditions allow, it is recommended to include a buffer in the curbspace, such as a parking lane or bicycle lane, to provide separation for pedestrians from motor vehicles. Attached sidewalks are an appropriate pedestrian facility when space or budget constraints prevent detached sidewalks.

They are also appropriate along lower volume, lower speed roadways, like in lower density neighborhoods and more rural areas.

A 6-foot sidewalk is recommended for attached sidewalks to include a buffer area, though widths as narrow as 4 feet are acceptable in conditions with right-of-way constraints. However, in a 4-foot (constrained) condition, there is no space for elements such as signs and poles within the sidewalk. Sidewalks

Example Contexts	Frontage Zone	Pedestrian Zone	Amenity Zone	Total Width
Suburban Commercial	0'-6'	5'-8'	2'	5'-12'
Suburban/Low-Density Residential	0'-2'	4'-6'	2'	4'-8'
Rural Areas	0'-2'	4'-6'	2'	4'-8'

Sources: Denver Complete Streets Guidelines. AASHTO Pedestrian and Bicycle, Guide for the Planning, Design, and Operation of Pedestrian Facilities. FHWA Small Town and Rural Multimodal Networks.



Paths

Paths are off-street facilities that accommodate a variety of pedestrians, bicyclists, and other multimodal users.

Sidepaths

Facility Elements

- The **pathway** is the area of travel for users.

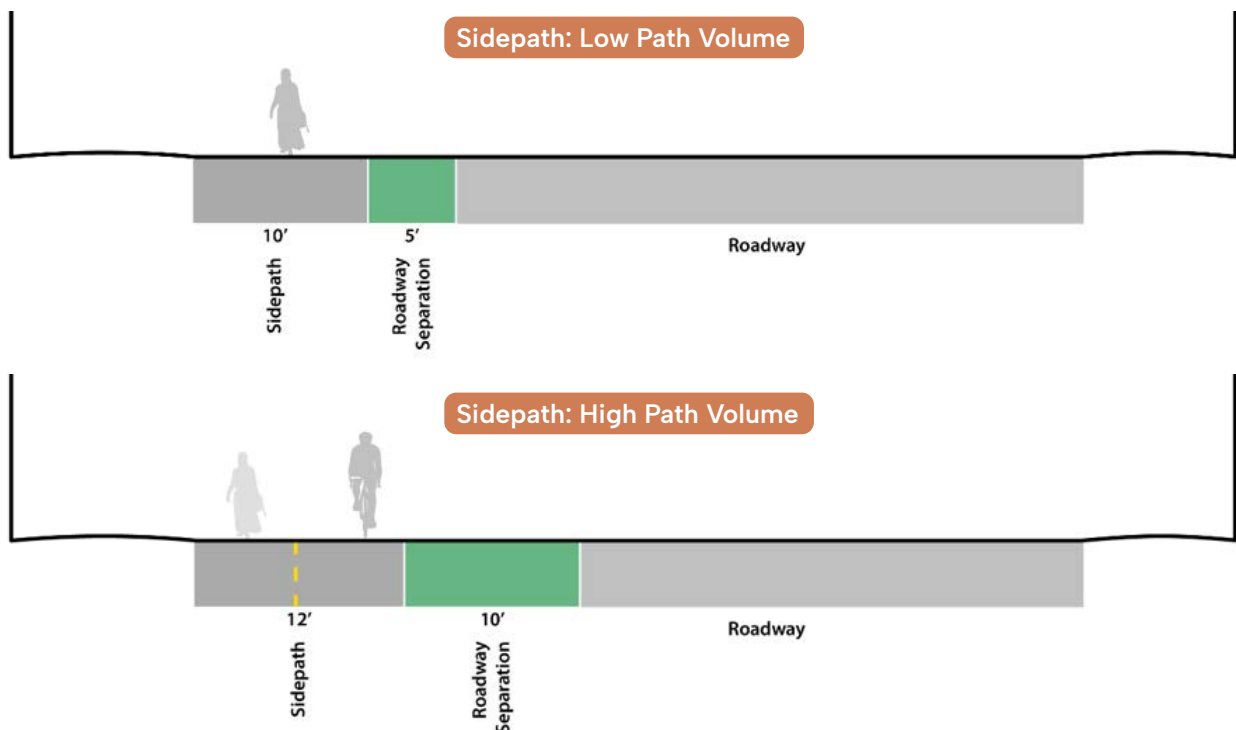
Design Standards

- Horizontal Clearance:** Two feet beyond the pathway must be kept clear of vertical elements or obstructions. A three-foot horizontal clearance should exist between the pathway and any trees to minimize pavement cracking or heaving.

- Roadway Separation:** Preferred minimum separation width is 6.5 feet, and minimum separation width is 5 feet. In constrained areas where 5 feet of separation is not possible, a physical, crashworthy barrier may be placed between the sidepath and the roadway.
- Striping:** Edge lines should be marked on paths expecting evening use. Centerlines are recommended for paths with high volumes of use.
- Signing:** Etiquette signs, such as Bikes Yield to Peds (R9-6), may be used at entrances to the path to remind users of right-of-way expectations.

Example Contexts	Pathway	Roadway Separation	Intersection/ Crossing Separation from the Roadway	Total Width
Low Path Volume or Constrained	8'-10'	4' with physical barrier	6.5'	13'-32'
Moderate Path Volume or Moderate Road Speed	10'-12'	> 5'	6.5'-16.5'	10'-24'
High Path Volume or High Road Speed	10'-12'	> 6.5'	16.5' – 24'	10'-20'

Sources: Denver Complete Streets Guidelines. AASHTO Pedestrian and Bicycle, Guide for the Planning, Design, and Operation of Pedestrian Facilities. FHWA Small Town and Rural Multimodal Networks.



Shared Use Paths

Shared use paths, also known as multi-use paths, accommodate multiple user types including bicyclists, pedestrians, and other multimodal users. Unlike sidepaths, they do not run adjacent to the roadway; they offer a separated travel area and connect destinations independent of the street network. They are often located in parks, along rivers, and in greenbelts or utility corridors.

Facility Elements

- The **pathway** is the area of travel for users.
- The **shoulder** is the area adjacent to the pathway. It can function as an extension of the path for users who wish to pass other users or walk side-by-side or as a space for users to stop without obstructing the pathway for other users.

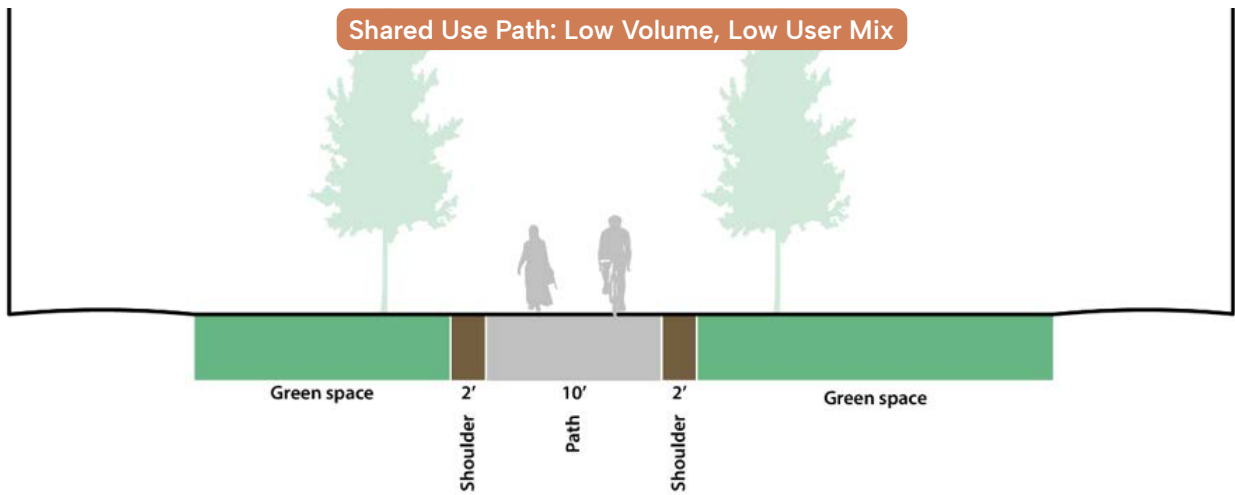
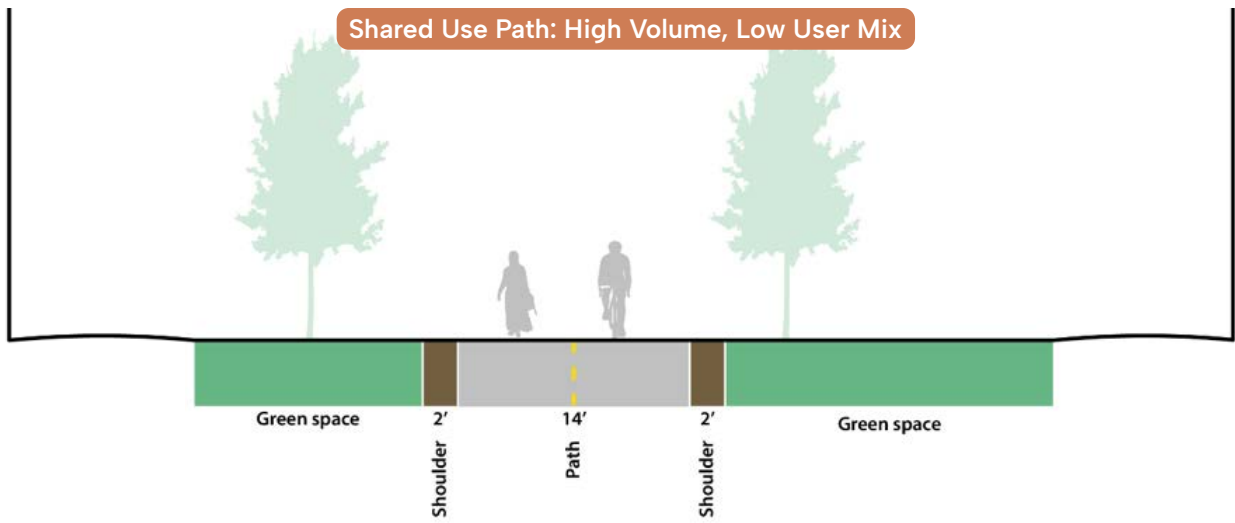
Design Standards

- **Horizontal Clearance:** Two feet beyond the shoulder must be kept clear of vertical elements or obstructions.
- **Striping:** Striping is only necessary on paths with heavy peak use and/or seasonal volumes. In these cases, use a broken yellow center line stripe and provide solid center lines on tight/blind corners and on approaches to roadway crossings. Otherwise, striping is not recommended.
- **Signing:** Etiquette signs, such as Bikes Yield to Peds (R9-6), may be used at entrances to the path to remind users of right-of-way expectations..

Example Contexts	Minimum Pathway*	Minimum Shoulder*
Low Volume, Low User Mix	8'-10'	2'
Low Volume, Heavy User Mix	12'	2'
High Volume, Low User Mix	12'-14'	2'

**Because shared use paths do not have the same space constraints as facilities adjacent to roadways, these contexts are expressed in minimum widths.*

Source: FHWA Small Town and Rural Multimodal Networks.



Enhanced Shoulders

Enhanced shoulders are gravel or paved shoulders along the roadway that are wide enough to accommodate pedestrian travel. They must provide enough berth for pedestrians to remain comfortably separated from vehicles traveling on the roadway, and they must also be accessible to and usable by individuals with disabilities. In addition to adequate width and accessibility, enhanced shoulders should have additional features that support pedestrian travel. Examples include:

- PROWAG compliance;
- Contrasting shoulder pavement color;
- Edge line rumble strips;
- Enhanced longitudinal markings;
- Dashed edge lines at side streets; and
- Extra width to accommodate bicyclists in addition to pedestrians.

Enhanced shoulders should only be used along rural roads that have occasional pedestrian activity and where sidewalks or sidepaths cannot feasibly be built. Enhanced shoulders can be built on both sides of the roadway, where pedestrians are expected to walk against traffic flow, or can be extra-wide on one side of the roadway to accommodate pedestrians traveling in either direction.

Facility Elements

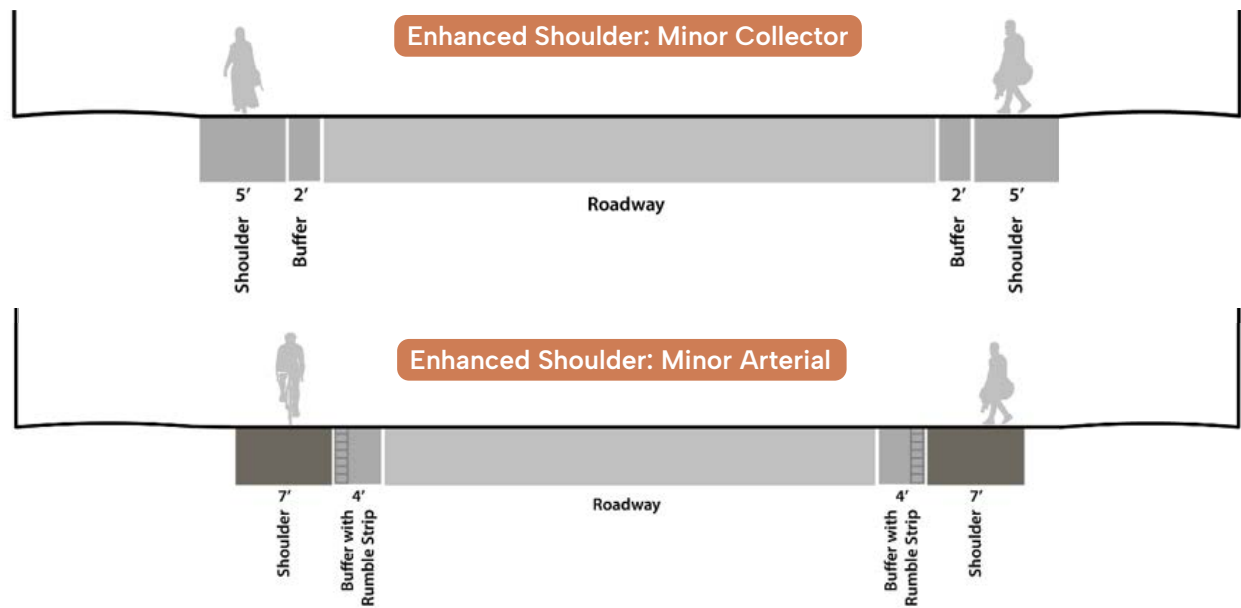
- The **shoulder** is the area of travel for users.

Universal Design Standards

Refer to accessibility guidelines and standards in [Attachment A](#) for more details on specific requirements.

Functional Classification	Vehicle Volume (Daily)	Vehicle Speed	Minimum Shoulder
Local	Under 1,100	< 35 mph	4'
Minor Collector	Up to 1,100	35 mph	5'
Major Collector	Up to 2,600	45 mph	6.5'
Minor Arterial	Up to 6,000	55 mph	7'
Principal Arterial	Up to 8,500	65 mph	8'

Source: FHWA Small Town and Rural Multimodal Networks.



Equestrian Facilities

Though not strictly pedestrian-focused, equestrian facilities may be important in San Joaquin County due to the prevalence of ranches and equestrian culture in the county. It is critical to consider safety when horses and their riders mix with users traveling by other modes.

Facility Elements

- A **bridle path** is a path specifically designated for horseback riding.

Universal Design Standards

- **Surface Materials:** path should be comprised of a soft natural material, such as native soil, wood chips, crusher fine, decomposed granite, or sand.
- **Vertical Clearance:** a vertical clearance of 12 feet should be maintained from the ground to any overhead structures.
- **Fences and Barriers:** a maximum height of 4 feet is recommended for fences and barriers along the bridle path. There should be a fence or barrier between a pedestrian/bicycle path and a bridle path

Functional Classification

Bridle Path Adjacent to Roadway with No Pedestrian Facilities Present

Minimum Pathway

10-12'

Fence or Barrier?

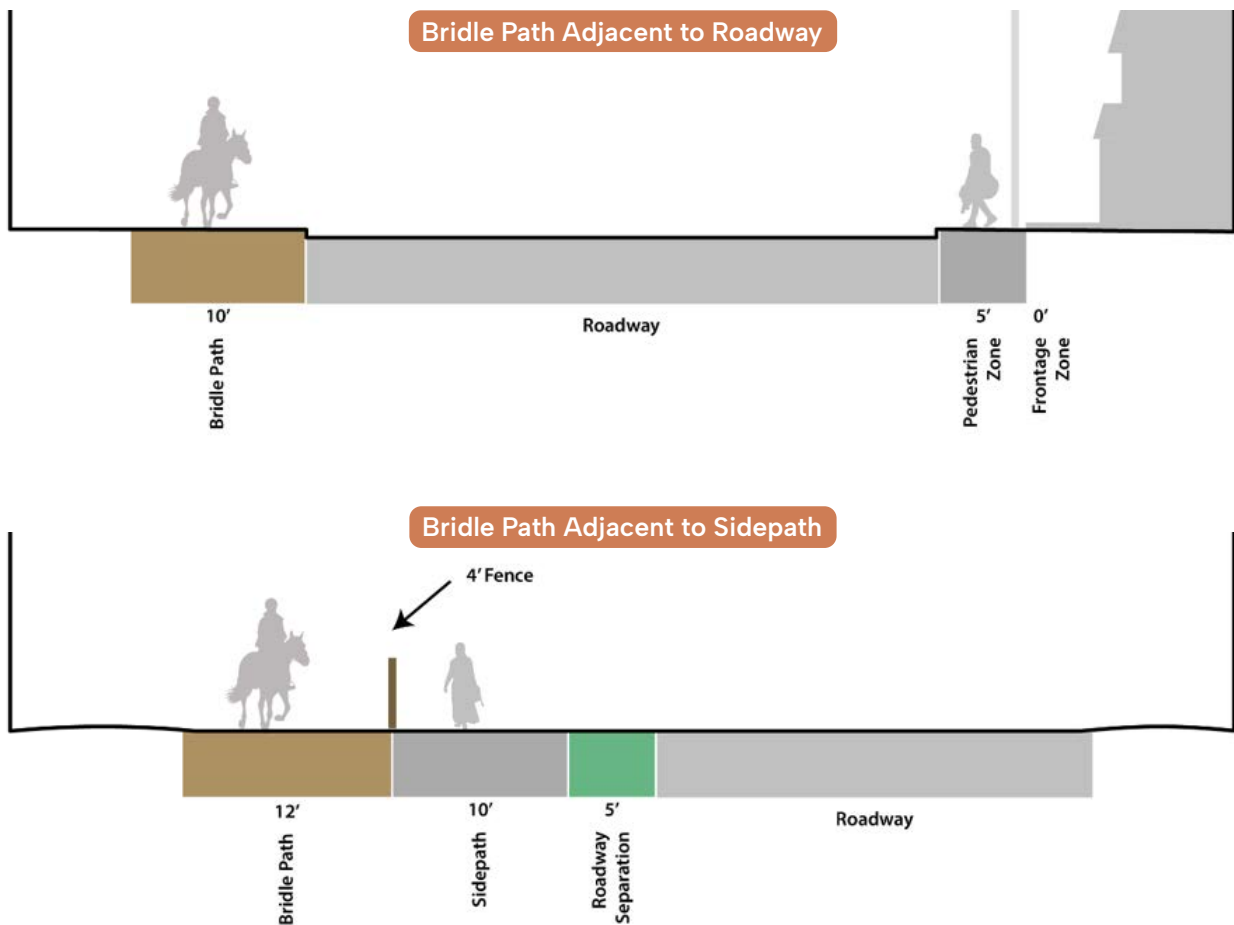
Optional

Bridle Path Adjacent to Sidewalk or Sidepath

10-12'

< or = 4' high

Source: FHWA Small Town and Rural Multimodal Networks.



Crossing Treatments

Crossing treatments are an important part of the pedestrian network because they enhance walkability and accessibility for pedestrians while indicating to drivers where to expect pedestrians to cross a roadway. Crossings are either controlled or uncontrolled.

Controlled Crossings

Controlled crossings include a form of stop control to allow pedestrians to cross the road safely. These include stop signs and signalized crossings such as traffic signals and Pedestrian Hybrid Beacons.

Uncontrolled Crossings

Uncontrolled crossings are pedestrian crossings that do not include stop control measures. Instead, drivers and pedestrians rely on right-of-way rules

to facilitate safe crossings. Applicable treatments at uncontrolled crossings vary depending on a combination of factors including posted speed limit, annual average daily traffic, and roadway configuration. The sections below detail treatment examples as well as in which contexts the treatments are appropriate.

Pedestrian Crossing Improvements

Many safe crossing improvements are applicable for both controlled and uncontrolled crossings, though there are several strategies that are applicable to only one location type. Please refer to the table below to see a description of FHWA-approved crossing improvements and for which crossing types they are applicable. Refer to FHWA, the Manual on Uniform Traffic Control Devices, and other federal guidance for warrants and implementation information.

Crossing Treatment	Description	Applicable for...	
		Uncontrolled?	Controlled?
Geometric Improvements			
Parking restriction on crosswalk approach	Restricting parking at the crosswalk (also called daylighting) improves sight lines for both drivers and pedestrians as both road users approach the crossing.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Curb extension	Curb extensions, or bulb-outs, extend the sidewalk/curb line into the roadway and shadow the parking lane. This creates a shorter crossing distance and better sight distance for road users.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Raised crosswalk	Raised crosswalks allow a pedestrian to cross the street at the same grade as the sidewalk. They improve visibility of pedestrians and slow drivers down as they approach the crossing.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Pedestrian refuge island	A pedestrian refuge island provides a place for pedestrians to stand in the middle of a street crossing while waiting for drivers to stop or yield. It permits a two-stage crossing and has a traffic calming benefit.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Road Diet	A road diet is a roadway reconfiguration that reduces the number of travel lanes and reconfigures the space for people walking or biking.	Yes	–

Crossing Treatment	Description	Applicable for...	
		Uncontrolled?	Controlled?
Operational Improvements			
Pedestrian Hybrid Beacon (PHB)	PHBs are a form of traffic control at mid-block crossings. They are dark until they are pedestrian-activated via pushbutton, at which point they show a series of flashing lights that signal to vehicular traffic to stop for crossing pedestrians. They also include pedestrian signals. PHBs should meet specific MUTCD guidance conditions for installation. This would convert an uncontrolled crossing into a controlled crossing.		<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Rectangular Rapid Flashing Beacon (RRFB)	RRFBs are pedestrian-actuated crossing enhancements. They consist of pedestrian signs and flashing lights at both sides of the crosswalk (and may be augmented in the center in the presence of a median) which warns drivers of pedestrians wanting to cross.	Yes	–
Pedestrian signals	Pedestrian signals at signalized intersections indicate when pedestrians are permitted to cross the street; when pedestrians should finish crossing; and when pedestrians are not permitted to cross. Pedestrians often cross with the flow of vehicular traffic. Leading pedestrian intervals (LPIs) give pedestrians a few seconds to cross the street before the flow of vehicular traffic starts, which minimizes pedestrian conflict with turning vehicles.	No	Traffic Signal
Improved nighttime lighting	Installing adequate and appropriate lighting at all established pedestrian crossings makes pedestrians more visible and improves safety for all road users.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Signing and Striping Improvements			
High-visibility crosswalk markings	Instead of striping a transverse crosswalk, use a higher visibility design, such as longitudinal bars, perpendicular bars, or a double-paired marking.	Yes	<ul style="list-style-type: none">• Stop• Traffic Signal• PHB
Advance Yield Here To Pedestrians sign and yield line	Advance Yield Here To Pedestrians signs are placed between 30 and 50 feet in advance of the marked crosswalk along with the “shark’s teeth” yield line. They should be considered for any established pedestrian crossing on roads with four or more lanes to reduce the double threat condition.	Yes	–
In-Street Pedestrian Crossing sign	In-street Pedestrian Crossing signs are placed in the middle of the road at a crossing. They are best in 2- and 3-lane roads with a maximum speed limit of 30 mph.	Yes	–

Sources: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. Safe Routes to School Sidewalks. NACTO Sidewalks.

Uncontrolled Crossing Improvements Matrix

Uncontrolled crossings exist in many scenarios with varying combinations of posted speed limit, AADT, and roadway configuration. The table below from FHWA identifies which uncontrolled crossing countermeasures are appropriate based on the roadway features present.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 7 9	① 3 4 5 7 9	① 3 5 7 9	① 3 5 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 7 9	① 3 5 6 9	① 3 4 5 6 7 9	① 3 5 6 9	① 3 5 6 9
4+ lanes with raised median (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 7 8 9	① 3 5 8 9	① 3 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 7 8 9	① 3 5 6 8 9	① 3 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Source: FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.

Attachment A:

Accessibility Guidelines and Standards

Standards

R203.4 Crosswalks (PROWAG R203.4) A pedestrian access route complying with R302 shall be provided within and for the full length of a crosswalk, including medians and pedestrian refuge islands. Crosswalks shall comply with R306.

R203.6.1.1 Crosswalks at an Intersection At an intersection corner, one curb ramp or blended transition shall be provided for each crosswalk[AE3.1], or a single blended transition that spans all crosswalks at the intersection corner may be provided. Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.

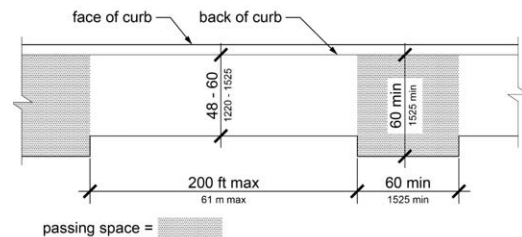
EXCEPTION: In alterations, where existing physical constraints make compliance with R203.6.1.1 technically infeasible, a single curb ramp complying with R304 shall be permitted at the apex of the intersection corner.

R203.6.1.2 Mid-Block and Roundabout Crosswalks

At a mid-block or roundabout crosswalk, curb ramps or blended transitions shall be provided on both ends of the crosswalk. Where pedestrian crossing is not intended, curb ramps or blended transitions shall not be provided, and the pedestrian circulation path shall be either (a) separated from the roadway with landscaping or other non-prepared surface or (b) separated from the roadway by a detectable vertical edge treatment with a bottom edge 15 inches maximum above the pedestrian circulation path.

R302.2 Continuous Clear Width Except as provided in R302.2.1 and R302.2.2, the continuous clear width of pedestrian access routes shall be 48 inches minimum[AE4.1], exclusive of the width of any curb.

R302.3 Passing Spaces Where the clear width of pedestrian access routes is less than 60 inches, passing spaces shall be provided at intervals of 200 feet maximum. Passing spaces shall be 60 inches minimum by 60 inches minimum. Passing spaces and pedestrian access routes are permitted to overlap.



R302.4 Grade The grade of pedestrian access routes shall comply with R302.4, except the grade of curb ramps and blended transitions shall comply with R304 and the grade of ramps shall comply with R407.

R302.4 Grade The grade of pedestrian access routes shall comply with R302.4, except the grade of curb ramps and blended transitions shall comply with R304 and the grade of ramps shall comply with R407.

R302.4.1 Within Highway Right-of-Way Except as provided in R302.4.3, where a pedestrian access route is contained within a highway right-of-way, the grade of the pedestrian access route shall not exceed 1:20 (5.0%).

EXCEPTION: Where the grade established for the adjacent street exceeds 1:20 (5.0%), the grade of the pedestrian access route shall not exceed the grade established for the adjacent street.

R302.4.2 Not Within Highway Right-of-Way

Where a pedestrian access route is not contained within a highway right-of-way, the grade of the pedestrian access route shall not exceed 1:20 (5.0%).

R302.4.3 Within a Crosswalk Where a pedestrian access route is contained within a crosswalk, the grade of the pedestrian access route shall be 1:20 (5.0%) maximum.

EXCEPTION: Where roadway design requires superelevation greater than 1:20 (5.0%) at the

location of a crosswalk, the grade of the pedestrian access route within the crosswalk may be the same as the superelevation.

R302.5 Cross Slope The cross slope of a pedestrian access route shall comply with R302.5.

R302.5.1 Not Contained Within a Crosswalk

The cross slope of a pedestrian access route not contained within a crosswalk shall be 1:48 (2.1%) maximum.

EXCEPTION: The portion of a pedestrian access route within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face or the nearest midblock crosswalk is not required to comply with R302.5.

R302.5.2 Contained Within a Crosswalk The cross slope of a pedestrian access route contained within a crosswalk shall comply with R302.5.2.

R302.5.2.1 Crosswalk with Yield or Stop Control

Devices Where a pedestrian access route is contained within a crosswalk at an intersection approach with yield or stop control devices, the cross slope of the pedestrian access route shall be 1:48 (2.1%) maximum.

R302.5.2.2 Crosswalk at Uncontrolled Approach

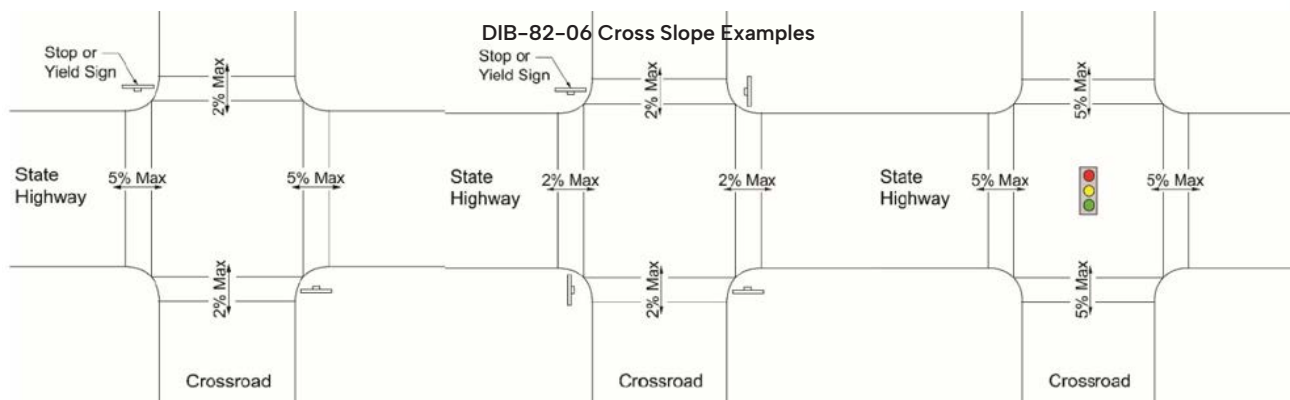
Where a pedestrian access route is contained within a crosswalk at an uncontrolled approach, the cross slope of the pedestrian access route shall be 1:20 (5.0%) maximum.

R302.5.2.3 Crosswalk with Traffic Control Signal or Pedestrian Hybrid Beacon

Where a pedestrian access route is contained within a crosswalk at an intersection approach controlled by a traffic control signal or pedestrian hybrid beacon, the cross slope of the pedestrian access route shall be 1:20 (5.0%) maximum.

R302.5.2.4 Midblock and Roundabout Crosswalks

The cross slope of a pedestrian access route within a midblock crosswalk or a crosswalk at a roundabout shall not exceed the street grade.



R304 Curb Ramp and Blended Transitions Curb ramps and blended transitions shall comply with R304 and have detectable warning surfaces in accordance with R205.

R304.2 Perpendicular Curb Ramps Perpendicular curb ramps shall comply with R304.2 and R304.5.

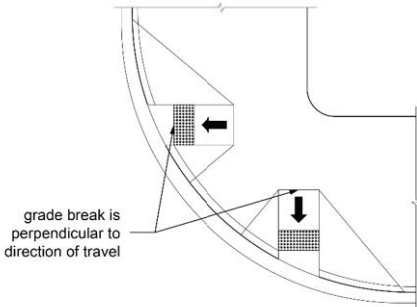
R304.2.1 Running Slope The running slope of a curb ramp shall be perpendicular to the curb or gutter grade break. The running slope of the curb ramp shall be 1:12 (8.3%) maximum.

EXCEPTION: Where the curb ramp length must exceed 15 feet to achieve a 1:12 (8.3%) running slope, the curb ramp length shall extend at least 15 feet and may have a running slope greater than 1:12 (8.3%).

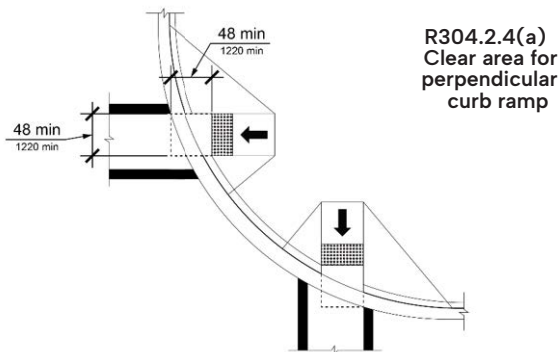
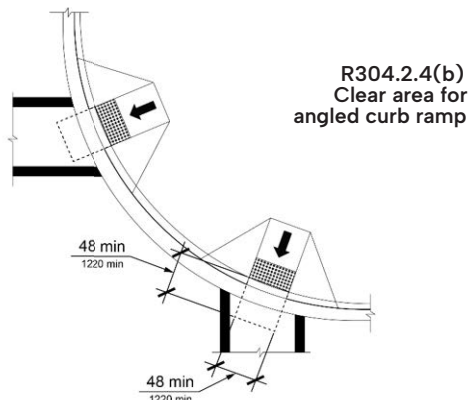
R304.2.2 Cross Slope The cross slope of a curb ramp run shall be 1:48 (2.1%) maximum.

EXCEPTION: At crosswalks, the cross slope of the curb ramp run shall be permitted to be equal to or less than the cross slope of the crosswalk as specified by R302.5.

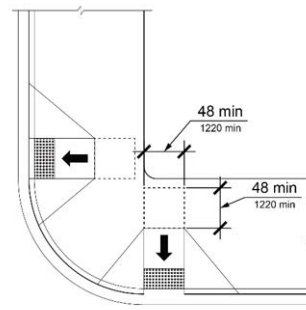
R304.2.3 Grade Breaks Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run. Grade breaks shall not be permitted on the surfaces of curb ramp runs and landings. Surface slopes that meet at grade breaks shall be flush.



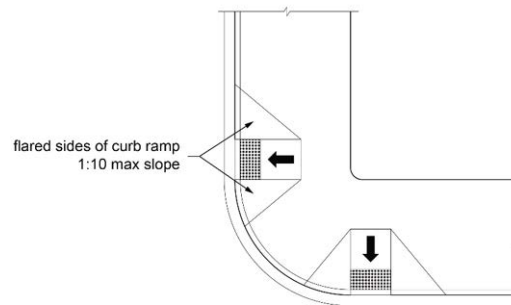
R304.2.4 Clear Area A clear area 48 inches wide minimum by 48 inches long minimum shall be provided beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk. At shared use paths, the clear area shall be as wide as the shared use path. The clear area shall be located wholly outside the vehicle travel lanes, including bicycle lanes, that run parallel to the crosswalk. The running slope of the clear area shall be 1:20 (5.0%) maximum. The cross slope of the clear area shall be as specified by R302.5.



R304.2.5 Landing When a change in direction is necessary to access a curb ramp from a pedestrian access route, a landing shall be provided at the top of the curb ramp. The landing shall be 48 inches wide minimum by 48 inches long minimum. At shared use paths, the landing shall be as wide as the shared use path. Where a landing serves only one curb ramp, the landing slope measured perpendicular to the curb ramp run shall be equal to or less than the cross slope of the curb ramp run, and the landing slope measured parallel to the curb ramp run shall be 1:48 (2.1%) maximum. Where a landing serves two curb ramps, the landing slope in either direction of travel shall not exceed the cross slope of the crosswalk parallel to the direction of travel as specified by R302.5.



R304.2.6 Side Treatments Where a pedestrian circulation path crosses the side of a curb ramp, the side of the curb ramp shall be flared. The slope of the flared side shall be 1:10 (10.0%) maximum, measured parallel to the adjacent curb line.



R304.2.7 Connection to Pedestrian Facilities Perpendicular curb ramps or their landings shall be connected to adjacent pedestrian facilities by pedestrian access routes complying with R302. A transitional segment may be used in the connection.

R304.3 Parallel Curb Ramps Parallel curb ramps shall comply with R304.3 and R304.5.

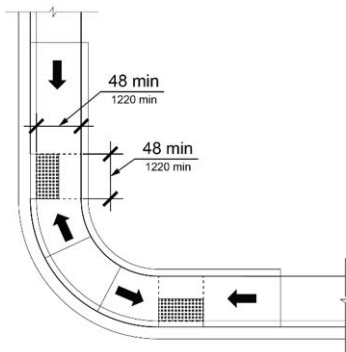
R304.3.1 Running Slope The running slope of the curb ramp run shall be parallel to the curb and shall be 1:12 (8.3%) maximum.

EXCEPTION: Where the curb ramp run length must exceed 15 feet to achieve a 1:12 (8.3%) running slope, the curb ramp run length shall extend at least 15 feet and may have a running slope greater than 1:12 (8.3%).

R304.3.2 Cross Slope The cross slope of the curb ramp run shall be 1:48 (2.1%) maximum.

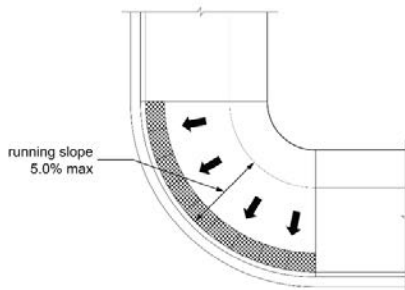
R304.3.3 Grade Breaks Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run. Grade breaks shall not be permitted on the surfaces of curb ramp runs or landings. Surface slopes that meet at grade breaks shall be flush.

R304.3.4 Landings Landings shall be provided at the bottom of parallel curb ramps. Landings shall be 48 inches wide minimum by 48 inches long minimum. The slope of the landing, measured parallel to the direction of travel on the curb ramp run, shall be permitted to be equal to or less than the slope of the roadway or the cross slope of the crosswalk as specified by R302.5. The cross slope of the landing shall be 1:48 (2.1%) maximum measured perpendicular to the direction of travel on the curb ramp run.



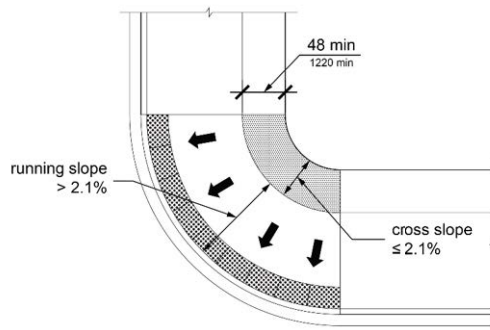
R304.4 Blended Transitions Blended transitions shall comply with R304.4 and R304.5.

R304.4.1 Running Slope The running slope of blended transitions shall be 1:20 (5.0%) maximum.



R304.4.2 Cross Slope The cross slope of blended transitions shall be equal to or less than the cross slope of the crosswalk as specified by R302.5.

R304.4.3 Bypass Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route shall be provided so that a pedestrian not crossing the street may bypass the blended transition.

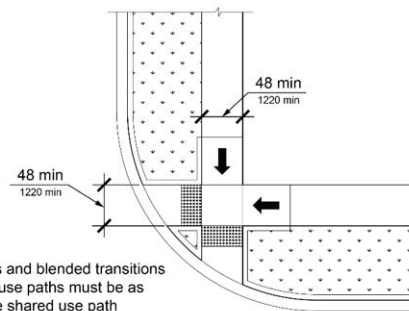


R304.5 Common Requirements Curb ramps and blended transitions shall comply with R304.5.

R304.5.1 Width The width of curb ramp runs (excluding any flared sides) and blended transitions shall comply with R304.5.1.1 or R304.5.1.2, as applicable.

R304.5.1.1 Curb Ramps and Blended Transitions

Not on Shared Use Paths The clear width of curb ramp runs (excluding any flared sides) and blended transitions not on shared use paths shall be 48 inches (1220 mm) minimum.



R304.5.1.2 Curb Ramps and Blended Transitions

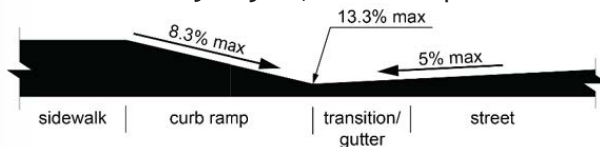
on Shared Use Paths On shared use paths, the width of curb ramp runs (excluding any flared sides) and blended transitions shall be equal to the width of the shared use path.

R304.5.2 Change of Grade At gutters and streets where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade shall comply with the requirements contained in (A) or (B) below:

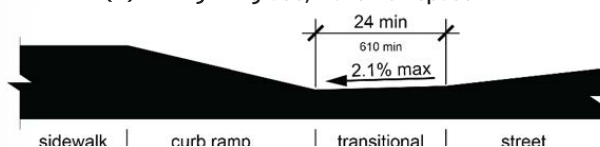
A. The change of grade shall not exceed 13.3 percent, or

B. A transitional space shall be provided at the bottom of the running slope of the curb ramp run or blended transition. The transitional space shall extend 24 inches minimum in the direction of pedestrian travel and the full width of the curb ramp run or blended transition. Transitional spaces shall have running slopes of 1:48 (2.1%) maximum and cross slopes no greater than the cross slope of the crosswalk as specified by R302.5.

R304.5.2(a) Change of grade, maximum slope



R304.5.2(b) Change of grade, transition space



R304.5.3 Crosswalks Perpendicular curb ramp runs, parallel curb ramp landings, and 48 inches (1220 mm) minimum width of blended transitions, except those at shared use paths, shall be contained wholly within the width of the crosswalks they serve. At shared use paths, the full width of a perpendicular curb ramp run, parallel curb ramp landing, or the blended transition shall be contained wholly within the width of the crosswalk it serves.

Glossary

ACCESSIBLE ROUTE. [DSA-AC] A continuous unobstructed path connecting accessible elements and spaces of an accessible site, building or facility that can be negotiated by a person with a disability using a wheelchair, and that is also safe for and usable by persons with other disabilities. Interior accessible routes may include corridors, hallways, floors, ramps, elevators and lifts. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts.

BLENDED TRANSITION. [DSA-AC] A raised pedestrian street crossing, depressed corner or similar connection between the pedestrian access route at the level of the sidewalk and the level of the pedestrian street crossing that has a grade of 5

percent or less.

CROSS SLOPE. [DSA-AC] The slope that is perpendicular to the direction of travel.

CROSSWALK. [CAMUTCD] (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the center line; (b) any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by pavement marking lines on the surface, which might be supplemented by contrasting pavement texture, style, or color. As per CVC 275, "Crosswalk" is either: (a) That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street. (b) Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

CURB CUT. [DSA-AC] An interruption of a curb at a pedestrian way, which separates surfaces that are substantially at the same elevation.

CURB RAMP. [DSA-AC] A sloping pedestrian way, intended for pedestrian traffic, which provides access between a walk or sidewalk and a surface located above or below an adjacent curb face.

DETECTABLE WARNING. [DSA-AC] A standardized surface feature built in or applied to walking surfaces or other elements to warn of hazards on a circulation path. Curbs can be used by pedestrians with vision impairments to detect the boundary between a sidewalk and a vehicular way. Curb ramps remove the needed cues for persons with visual impairments; detectable warnings have been developed as a replacement cue and warning to indicate the presence of a vehicular way.

DETECTABLE WARNING SURFACES. [PROWAG] Detectable warning surfaces consist of small truncated domes built in or applied to a walking

surface that are detectable underfoot. On pedestrian access routes, detectable warning surfaces indicate the boundary between a pedestrian route and a vehicular route where there is a flush rather than a curbed connection for pedestrians who are blind or have low vision. Detectable warning surfaces are not intended to provide wayfinding for pedestrians who are blind or have low vision. An advisory section provides information on streetscape designs that can make wayfinding easier. Detectable warning surfaces must be provided at curb ramps and blended transitions at pedestrian street crossings on pedestrian access routes and at transit stops.

GRADE BREAK. [DSA-AC] The line where two surface planes with different slopes meet.

INTERSECTION. [CAMUTCD] As per CVC 365, an “intersection” is the area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

MARKED CROSSING. [DSA-AC] A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

PEDESTRIAN HYBRID BEACON [CAMUTCD] a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

RUNNING SLOPE. [DSA-AC] The slope that is parallel to the direction of travel. (As differentiated from the definition of “Cross Slope”).

SIDEWALK. [DSA-AC] A surfaced pedestrian way contiguous to a street used by the public. (As differentiated from the definition of “Walk”.) There is an important distinction between SIDEWALK and WALK and they are treated differently under the CBC. As noted in this definition, a sidewalk is contiguous to a street while a walk is not.

SIDEWALK. [CAMUTCD] That portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians. As per CVC 555, “Sidewalk” is that portion of a highway, other than the roadway, set apart by

curbs, barriers, markings or other delineation for pedestrian travel.

WALK. [DSA-AC] An exterior prepared surface for pedestrian use, including pedestrian areas such as plazas and courts. (As differentiated from the definition of “Sidewalk”).

Additional Resources

PROWAG – Public Right-of-Way Accessibility Guidelines, August 8, 2023, United States Access Board

DIB-82-06 – Design Information Bulletin (DIB) 82-06 “Pedestrian Accessibility Guidelines for Highway Projects”, October 16, 2017, Caltrans

FHWA – Designing Sidewalks and Trails for Access Parts I and II, 1999, 2001, US DOT

CBC – California Building Code, July 1, 2025, CA DGS Division of State Architect

DSA-AC – 2022 California Access Compliance Advisory Reference Manual, July 1, 2024, CA DGS Division of State Architect

CAMUTCD – California Manual on Uniform Traffic Control Devices, 2026, Caltrans

NCHRP 498 – Synthesis 498 – “Application of Pedestrian Crossing Treatments for Streets and Highways”, 2016, National Cooperative Highway Research Program

STANDARD PLANS – Improvement Standards, November 2014, updated 2022, San Joaquin County Public Works Department

