

8

TRANSPORTATION AND CIRCULATION

Chapter D Interconnected Infrastructure

Infrastructure Concepts

Concept 1: Multi-modal Community

The overall development pattern in the Stockton ~~2050~~ 2035 General Plan is tightly linked to significant transit investment armatures and multi-modal loops, designed into the plan. Infill development in districts and new development in villages are intended to support a mixed-mode community. This means new investment in roads and structures will result in comfortable pedestrian and other environments that interface with various transit modes.

Concept 2: Transit Armatures Centers and Bus Rapid Transit

A number of new transit centers are ~~located~~ planned at key intersections in the ~~2050~~ 2035 circulation framework, supported by a bus rapid transit (BRT) system. ~~There is D~~ dedicated rapid transit BRT service running along key north-south routes (Pacific Avenue; El Dorado Street; Airport Way/West Lane; Pershing Avenue) is proposed. The BRT routes will ~~that~~ intersects with several multi-modal loop roads connecting the districts and villages to Central Stockton and to each other. Other ~~major~~ transit routes will run along important ~~north-south corridors (N. West Lane and Wilson Way) and~~ east-west corridors (e.g., Hammer Lane, March Lane, Arch/ Sperry Road, and Crosstown Freeway). Transit loops ~~will~~ are planned to support the employment districts in the downtown area and around the airport.

Concept 3: Village Loop Roads

~~Villages are and~~ significant infill development will be planned to be connected by multi-modal loop roads. These roads are planned to provide for incremental expansion of the city. They are not intended to be freeways, but landscaped boulevards.

Concept 4: Provide Infrastructure at Time of Development [New Policy]

Villages, and other new development shall be required to provide transportation improvements prior to or no later than at the time of new construction , or pay a fair share of the costs to complete the infrastructure within a reasonable period to mitigate all potential on-site and off site impacts.

Concept 5: Encourage Heavy Rail Passenger Transit Connections to Serve San Joaquin County [New Policy]

The City of Stockton shall work with the Council of Governments, San Joaquin County, and the other incorporated cities to support and encourage heavy rail passenger transit service to serve San Joaquin County, including the construction of parallel tracks, if necessary.

TRANSPORTATION

Transportation/Circulation – Guiding Principles

Site planning and land use planning for ALL development in Stockton's future will support transit and pedestrian modes of travel. Density and design will dictate the success of a mixed-mode solution.

Principle 1: Provide an integrated land use and a transportation/circulation plan that designates significant housing growth in the closest possible proximity to existing and planned employment centers, and that seeks to reduce commute trips for new and existing residents. [New Principle]

~~Principle 1 2:~~ Provide a land use and a transit plan that promotes choices in travel modes for all residents.

~~Principle 2-3:~~ Emphasize pedestrian and bicyclist accessibility and comfort in the planning of all districts and villages.

~~Principle 3:~~ ~~Anticipate and provide transit, traffic, and roadway connections that support a rational expansion of the city.~~

Principle 4: Connect local transit to an enhanced interregional rail transit system.

Principle 5: Support ~~the~~ economic development objectives for industrial and commercial job growth by providing housing in proximity to employment areas and by providing with a variety of transportation modes to move freight and access employment centers.

Principle 6: Emphasize neighborhood traffic management concepts in the planning of all districts and villages.

Principle 7: Require new development to provide adequate on-site and off-site transportation and transit infrastructure to provide multi-modal choice and avoid adverse impacts to existing neighborhoods. [New Principle]

8.1 GENERAL GOAL — TRANSPORTATION

TC-1 To develop and manage an integrated transportation system that provides for the safe and efficient movement of people and goods.

TC-1.1 Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities.

TC-1.2 Integrated Transportation System

The City shall continue to work cooperatively with the various local, state, and federal transportation agencies (i.e., San Joaquin County, Caltrans, San Joaquin Regional Transit District, the Altamont Commuter Express, Amtrak) ~~to maintain a transportation system that is well integrated and interconnected in terms of service, scheduling, and capacity~~ manage the transportation system as a unified, coordinated, countywide and multi-modal network that promotes the safe movement of people and goods, and the efficient use of limited City and county resources.

TC-1.3 Roadway Standards

The City shall work with its transportation partners to create and maintain a transportation system as a multi-modal network design to effectively accommodate planned land uses and related transportation needs. The City shall require City maintained streets and roads to be designed and constructed according to the standards set out in this General Plan and City of Stockton Standard Plans and Specifications.

TC-1.4 Road Improvements [New Policy]

Land use planning and transportation decisions shall be correlated so that planned land uses are supported by the appropriate types of circulation service, levels of service and the timing of transportation improvements. Wherever practicable, road improvements shall complement regional needs and initiatives. The City's highest priority for road improvement funding shall be regional and local roads serving infill and existing community areas, which are designed to achieve the City's regional housing allocation and affordable housing goals.

TC-1.5 Improvement of Existing Roadways [New Policy]

The City shall prioritize improvements to the roadway system, ensuring that allocation of funding for transportation, maintenance and improvement projects serving anticipated growth within community areas will be completed prior to or concurrently with development.

TC-1.6 Demand Reduction and Capacity Expansion [New Policy]

Strategies to reduce vehicle demand on City roadways shall be given higher priority than vehicle capacity expansion projects where they are demonstrated to achieve the same or similar outcome. The City shall plan and budget for Bus Rapid Transit and other non-auto circulation systems, and de-emphasize conventional lane widenings as a way to address peak hour congestion within the City. The City shall ensure that all planned arterial and regional road capacity projects (including lane widenings) are justified based on environmental grounds and cost efficiency.

TC-1.7 Ultimate Freeway Widening Assumptions [New Policy]

For the purposes of traffic modeling, the City General Plan, including its Transportation and Land Use Elements, shall assume that the ultimate widening of the I-5 and the SR 99 freeways will be no more than eight through traffic lanes (not including auxillary lanes), since the addition of more lanes is not cost effective. The City shall encourage Caltrans not to plan, or budget, for lane widenings beyond eight lanes on either freeway corridor in the Stockton area.

TC-1.8 New Funding Sources [New Policy]

The City will work with other local jurisdictions and agencies to seek sources of funding to meet transportation funding shortfalls for priority projects and alternative modes of transportation (bikeways, transit, other).

TC-1.9 Provision of Transportation Infrastructure and Cost Sharing [New Policy]

All new development projects shall be required to pay their fair share of the cost of constructing needed transportation and transit facilities, and contributing to ongoing operations and services. This shall include costs associated with mitigating new development impacts on the capacity of existing transportation facilities and services. All essential facilities and services will be installed prior to or concurrent with such new development, and this requirement is made a condition of project approval.

[Add this new goal and policy section]

8.2 Alternative Transportation Strategies

TC-2 To direct new development into the existing city (and carefully targeted expansion areas), to reduce traffic impacts related to that new development. In establishing this goal, the City recognizes and acknowledges that, for the foreseeable future, there will be limited funds available to construct additional arterial and regional road capacity, and that the addition of arterial and regional road capacity has been proven to be only a short term solution to reduce long term transportation problems. [New Goal]

TC-2.1 Alternative Transportation Strategies in Project Design [New Policy]

The City shall compile and maintain a list of Alternative Transportation Strategies (Strategies). This list shall include project and community design standards and techniques that have been demonstrated to be effective in achieving any of the following objectives:

- Reducing commute distances and commute times;
- Reducing automobile use, especially single vehicle automobile trips;
- Encouraging and supporting the use of transit;
- Encouraging the use of bicycles and walking as an alternative mode of transportation;
- Investigating the City of Stockton's participation in the air credit exchange developed through the Chicago Climate Exchange (participants include: Oakland, Portland, Boulder, Berkeley, Chicago, and corporations such as IBM, Ford Motor Co., and DuPont Inc.).

The list of Strategies shall be updated and revised on an annual basis. All development projects within the unincorporated areas of the County shall, to the maximum extent possible, utilize and incorporate all applicable techniques from the list of Strategies. The incorporation of these strategies into the project shall be a condition of project approval. If the City Planning Commission or the City Council finds that a strategy on the list is not applicable to a particular project, that finding must be supported by one or more facts found in the administrative record.

TC-2.2 Project Review by Transit Agencies [New Policy]

When an application is filed for any development project, the City shall promptly provide the Council of Governments, San Joaquin Regional Transit District, ACE, and other transit providers, with a copy of the plans and specifications, and shall request that these agencies recommend changes or conditions that can achieve one or more of the following objectives:

- Reduce automobile use, especially single occupant vehicle automobile trips;
- Encourage and support the use of transit;
- Encouraging the use of bicycles and walking as an alternative mode of transportation.

Recommendations from the agencies shall be incorporated into the project, and shall be made conditions of project approval, unless, based upon substantial evidence, the City determines that the recommendations would be ineffective in achieving one or more of the above objectives, or that the benefits provided by imposing the requirement would be disproportionately small, compared to the cost or difficulty of implementing or carrying out the requirement.

TC-2.3 Programs for Smart Growth/Transit-Oriented Development [New Policy]

To facilitate development of transit oriented development projects, the City shall support and capitalize on existing and proposed “smart growth” or transit-oriented development (TOD) programs and funding, which award funds for transportation projects to local jurisdictions that approve building permits for compact housing and mixed use development near transit. When possible, the City shall also provide its own incentives, including fast track project approval, and fee waivers to encourage such “smart growth”/TOD projects.

8.2 3 STREETS AND HIGHWAYS

TC-3 To develop a street and highway system that promotes safe, efficient, and reliable movement of people and goods by multiple transportation modes and routes, and that reduces air quality impacts and reliance on single occupant automobiles.

TC-2.1 Level of Service Standards [Delete and insert new policy below]

To assist in ensuring efficient traffic operating conditions, evaluating the effects of new development, determining mitigation measures and impact fees, and developing capital improvement programs, the City shall require that Level of Service (LOS) D or better be maintained for both daily and peak hour conditions, with the following exceptions:

1. In the downtown area (bounded by Harding Way, the Union Pacific railroad tracks, Charter/Martin Luther King Jr. Way, Interstate 5, and Pershing Avenue), the City shall require LOS E or better. However,

LOS F may be accepted after consideration of physical or environmental constraints and other City goals and policies. This policy recognizes the importance of an active and vibrant downtown to the overall health of the City, and acknowledges that economic vitality in a relatively constrained downtown area may result in greater levels of traffic congestion

2. The following corridors shall be subject to different LOS standards, due to physical constraints that limit the improvements that can be constructed.

- a. Benjamin Holt Drive, I 5 to Gettysburg Place – LOS F
- b. Downing Avenue, I 5 to El Dorado Street – LOS E
- c. Eight Mile Road, Trinity Parkway to I 5 – LOS E
- d. El Dorado Street, French Camp Road to McKinley Avenue – LOS F
- e. French Camp Road, Manthey Road to Sperry Road – LOS F
- f. Hammer Lane, I 5 to Kelly Drive – LOS E
- g. Hammer Lane, West Lane to SR 99 – LOS E
- h. Interstate 5, Benjamin Holt Drive to Country Club Boulevard – LOS E
- i. Interstate 5, Country Club Boulevard to Eighth Street – LOS F
- j. Interstate 5, Eighth Street to Downing Avenue – LOS E
- k. March Lane, I 5 to Quail Lakes Drive – LOS E
- l. March Lane, El Dorado Street to Holman Road – LOS E
- m. Morada Lane, SR 99 to Hildreth Lane – LOS F
- n. Pershing Avenue, Harding Way to Alpine Avenue – LOS F
- o. SR 4 (Crosstown Freeway, I 5 to SR 99 – LOS E (with exception of the segment from Stanislaus Street to Wilson Way, where the standard will be LOS F))
- p. Swain Road, I 5 to Pacific Avenue – LOS E
- q. Waterloo Road, SR 99 to Beyer Lane – LOS F

TC-2.2 Existing Service Levels [Delete and insert new policy below]

The City shall identify economic, design and planning solutions to improve existing levels of service currently below the LOS specified above. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand.

TC-3.1 Roadway Monitoring Program [New Policy]

In cooperation with COG, the City shall monitor key City-maintained roadways, intersections, bikeways, and pedestrian facilities on an annual basis to observe and analyze the functioning of these roadways, as well as to identify capacity and safety issues as part of a comprehensive traffic monitoring program. Average Daily Traffic (ADT), Level of Service (LOS), Vehicle Miles Traveled (VMT), and Vehicle Hours Traveled (VHT) shall be used to measure the effectiveness of plans and programs. Additionally, trip origin/destination studies, trends in car ownership per capita, and percentage of trips completed by mode shall be part of the monitoring program, to be submitted as an annual report to the City Council.

TC-3.2 Performance Standards [New Policy]

- a. Average Daily Traffic (ADT) volumes representing functional capacity shall be determined for each roadway segment based on the functional classification of the road, as well as capacity analyses consistent with principles in the Highway Capacity Manual.
- b. Level of Service (LOS) standards shall be used to determine acceptable levels of peak hour travel for all County roadway system segments. Level of service standards and planned improvements shall be reviewed and if appropriate, reconsidered, during the five-year General Plan review.

Level of service standards must be maintained for new development and mitigation measures to retain or improve such levels of service must be implemented at the time of the construction of the first residential unit or non-residential building, using peak hour and daily traffic volumes, in a manner consistent with Policy TC-3.3.

TC-3.3. LOS Standards for New Development [New Policy]

New development shall be phased per the policies of the Land Use Element to ensure adequate road capacity. The City shall require that Level of Service (LOS) D or better be maintained for both daily and peak hour conditions, with the following exceptions:

- a. In the downtown area (bounded by Harding Way, the Union Pacific railroad tracks, Charter/Martin Luther King Jr. Way, Interstate 5, and Pershing Avenue), the City shall require LOS E or better. However, LOS F may be accepted after consideration of physical or environmental constraints and other City goals and policies. This policy recognizes the importance of an active and vibrant downtown to the overall health of the City, and acknowledges that economic vitality in a relatively constrained downtown area may result in greater levels of traffic congestion.
- b. The LOS for roads within Infill Areas shall be LOS D, except where lower existing levels of service may be determined to be acceptable through the redevelopment and community area plan process, or where it is demonstrated that automobile trips will be reduced as a result of development of higher densities, by use of pedestrian/bicycle pathways and other techniques demonstrated to reduce trips.

[all of the following City draft policies are re-numbered]

TC-3.4 Dual Access

The City shall require at least two (2) independent access routes for all major development areas.

TC-3.5 Multiple Transportation Modes

The City shall require that significant trip-generating land uses be served by roadways and transit connections adequate to provide efficient access by multiple transportation modes with a minimum of delay.

TC-3.6 Priority for Street and Highway Improvements

The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, improve air quality, increase the efficiency of the street system, and reduce the dependence on single occupant automobile commuting, consistent with the principles and policies above. The 1992 Street Widening Program shall be repealed and revised to be consistent with this policy.

TC-3.7 Efficient Traffic Flow

The City shall ensure that highways and arterial streets within its jurisdiction provide for the efficient flow of traffic. Therefore, the following shall be undertaken:

1. Minimize the number of intersections along arterials.
2. Reduce curb cuts along arterials through the use of common access easements, backup lots and other design measures.

3. Provide grade separations at all major railroad crossings with arterials.
4. Extend arterials over waterways, railroads and through developed and undeveloped areas to provide for the continuous flow of through traffic and appropriate area access.
5. Consider alternative designs for high capacity multi-modal corridors.

TC-3.8 Traffic Signal Management

The City shall synchronize and otherwise manage traffic signals on arterial streets to the extent possible to facilitate the movement of people and to minimize stops or delays.

TC-3.9 Arterial Streets

The City shall develop and maintain a network of arterial streets to facilitate efficient intra-city travel and to provide alternatives to state highways for local trips.

TC-3.10 Freeway Interchanges

The City shall seek to improve freeway interchanges along both State Route 99, State Route 4, and Interstate 5 to current design standards as required by the traffic demands of new development, within funding constraints.

TC-3.11 Inter-Neighborhood Traffic

Consistent with the goals of the City of Stockton Neighborhood Traffic Management Program, the City shall encourage inter-neighborhood traffic movement on arterial and collector streets and discourage such traffic from using neighborhood streets.

TC-3.12 Neighborhood Street Design

The City shall ensure that neighborhood streets are designed to discourage through traffic and excessive speeds.

TC-3.13 Environmental Impacts of Roadway Project

The City shall ensure that construction of new roadways and expansion of existing streets mitigates, ~~to extent feasible,~~ impacts on air quality, noise, historic resources, and sensitive biological areas, and other resources, and is consistent with the principles and policies of this element.

TC-3.14 Roadway Dedications

The City shall require major public street and highway right-of-way dedications, highway interchanges, and improvements (i.e., arterial and collector streets and related bridges or railroad crossings) at the initial stage of development.

TC-3.15 Precise Road Plans

The City shall, where practical, protect future street and highway rights-of-way through the adoption of Precise Road Plans.

TC-3.16 Precise Road Plan Coordination

The City shall ensure that Precise Road Plans for future roadways on the fringe of the city are prepared in coordination with the County and/or Caltrans, as appropriate.

TC-3.17 Roadway Improvement Financing

The City shall continue to utilize the City's capital improvement program, developer dedications and the City's public facilities fees and other mechanisms to finance transportation needs and improvements.

TC-3.18 Other Funding

The City shall work with the County, SJCOG, Caltrans, SIRTD, and other jurisdictions and agencies to maximize additional funding for transportation facilities.

TC-3.19 VMT Reduction

To improve air quality and reduce congestion, the City shall seek to reduce vehicle-miles-traveled per household by making efficient use of existing and planned transportation facilities; supporting policies are detailed in the City's adopted list of Alternative Transportation Strategies and Reasonably Available Control Measures. (Also see Policy 4.1 under Transportation Demand Management, below.) These measures include:

1. Promoting efficient arrangement of land uses, by planning new housing in the closest proximity to existing and future employment centers.
2. Improving public transportation and ridesharing.
3. Facilitating more direct routes for pedestrians and bicyclists and other non-polluting modes.

TC-3.20 Maintenance of Existing Facilities

The City shall maintain existing transportation facilities in the best condition feasible.

TC-3.21 Truck Routes

The City shall direct truck traffic to designated truck routes.

TC-3.22 Parking Supply

The City shall require a sufficient supply of off-street parking for all land uses in order to reduce congestion, improve overall operation, and ensure land use compatibility. *[New Policy]*

TC-3.22 Shared Parking

To minimize land consumption and paving, the City shall promote shared parking among land uses whose demand for parking peaks at different times. *[New Policy]*

8.8 4 TRANSPORTATION DEMAND MANAGEMENT

TC-4 To minimize single-occupant vehicle demand and reduce vehicle emissions on the transportation system by encouraging use of alternative transportation modes as well as alternatives to travel. [New Goal]

TC-4.1 Reduce Growth in VMT and Increase Ridesharing [New Policy]

The City shall strive to achieve the following goals to increase roadway efficiency and reduce vehicle emissions over the duration of this General Plan:

- Reduce the projected increase in Vehicle Miles Traveled (VMT) to an annual rate that is less than the population increase.
- Increase Average Vehicle Ridership (AVR) to 1.35 by the year 2025.

Applicable techniques to achieve these goals include, but are not limited to the following:

- Plan for housing development to be in proximity to existing and planned employment centers.
- Increase the use of alternate modes of transportation, including transit, bicycle, and pedestrian, through the creation of higher density, mixed use and walkable communities, increased transit service, development of bicycle and pedestrian trails, and other techniques.
- Utilize other demonstrated trip reduction methods.

TC-4.2 Safety Programs [New Policy]

The County shall support roadway safety programs that will reduce accidents and improve overall road safety. Measures the City supports include, but are not limited to:

- SAFE Call Box Program – Installation and service of solar-powered emergency phones on major roadways.
- SPECTER Radar Safety – Mobile radar trailers that aid public awareness of driving speed and voluntary speed limit compliance.
- Freeway Service Patrol Program – A special team of tow truck drivers, patrolling selected parts of freeways to provide help to stranded motorists and remove traffic accidents.
- State Highway Operation and Protection Program (SHOPP) – A program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation, without increasing roadway capacity.

TC-4.3 Speed Reduction [New Policy]

The City shall work to reduce speeds on roads where excessive rates of speed occur. This is to be accomplished through increased enforcement, improved signage, and/or traffic calming measures. Within neighborhood and community areas, alternative traffic calming techniques shall first be considered before resorting to other methods. Examples of traffic calming techniques include, but are not limited to the following:

- Narrower streets
- Speed tables
- Raised crosswalks
- Raised intersections
- Textured pavements

- Roundabouts
- Chicanes
- Chokers
- Center island narrowing.

[all of the following City draft policies are re-numbered]

TC-4.4 Park and Ride Lots [formerly TC 8.1]

The City shall support development of park-and-ride lots at appropriate locations, in consultation with the Transit District, San Joaquin County, Caltrans, and other agencies. *[New Policy]*.

TC-4.5 Carpooling and Vanpooling

The City shall support development of programs to encourage carpooling and vanpooling among local employees. *[New Policy]*.

TC-4.6 Flextime

The City shall encourage the use of staggered starting and ending work hours and/or flextime to alleviate peak period traffic congestion. *[New Policy]*.

TC-4.7 Subscription Bus Service

The City shall encourage provision of subscription bus service to major trip generators and special events. *[New Policy]*.

TC-4.8 Preferential Employee Parking

The City shall encourage preferential employee parking for carpools and vanpools. *[New Policy]*.

TC-4.9 Travel Demand Management

The City shall work with other agencies and institutions, such as school districts, universities and other major employers, to promote employer-based Travel Demand Management programs. *[New Policy]*.

TC-4.10 Other TDM Programs

The City shall support the following types of programs to manage travel demand:

- a. Participation in and promotion of a program in which major employers can use their employee ID cards as transit passes in exchange for a single annual charge to the employer.
- b. Telecommunications substitutes for commuting and other travel.
- c. Community (“free”) bike programs.
- d. Car-sharing programs.
- e. No-fare or low-fare shuttles at shopping centers and other major activity centers.

[New Policy].

TC-4.11 Downtown Transit Facilities/Services

The City shall enhance the Downtown’s intermodal role by integrating mass transit facilities and services such as Bus Rapid Transit.

8.3.5 TRANSIT

TC-5 To develop an efficient, coordinated, integrated, and attractive public transit system that provides access to major activity centers in the City, and to the San Francisco Bay Area and Sacramento.

TC-5.1 Bus Rapid Transit [New Policy]

The City shall vigorously support efforts to develop bus rapid transit (BRT) within and beyond Stockton as a major priority of this General Plan. The City shall plan for and provide BRT service running along key north-south routes in the following priority: Pacific Avenue; El Dorado Street; West Lane/Airport Way; Pershing Avenue. BRT service along key east-west corridors shall also be provided.

TC-5.2 Light Rail [New Policy]

It appears that the creation of a light rail system is not feasible in the short- to middle-term of this General Plan, because there is not enough density in the City to support such a system. However, implementation of a BRT system would protect future right of way for a light rail, and plans for the transition of BRT corridors to light rail shall be investigated.

TC-5.3 ~~Alternative to Auto Travel Support and Plan for Bus and Rail Transit~~

The City shall work cooperatively with the San Joaquin Regional Transit District, the Altamont Commuter Express, the San Joaquin Council of Governments, Bay Area Rapid Transit (BART), Caltrans, AMTRAK, and other public transit providers to provide rail and bus service at a level that offers an alternative to the automobile for both the short and long distance commuter, and provides basic transportation to work, shopping and other destinations, especially for the handicapped, elderly, youth and economically disadvantaged.

TC-5.4 Support Heavy Rail Passenger Connections [formerly Policy TC-3.6]

The City shall support the SJRTD Regional Bus Service, Altamont Commuter Express and AMTRAK's San Joaquin Intercity Rail service and work with other local, regional and State agencies to explore other public transportation facilities. The City shall work with and support ACE attempts to build tracks to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton). As a high priority, the City shall participate in studies to determine the feasibility of additional rail connections with the Bay Area and Sacramento, such as connections with the BART system and proposing rail between Stockton and Sacramento along the California Traction and other rail lines.

TC-5.5 Transit-Related Public Improvements

The City shall ensure that larger new developments along arterial and major collector streets provide transit-related public improvements (e.g., bus pullouts, bus shelters) to encourage transit use, and contribute to transit systems.

TC-5.6 Clustering of Land Uses in Transit-Served Areas

The City shall encourage clustering of land uses that generate high trip volumes in areas that are served by existing or planned transit, especially when such uses are complementary and where they can be adequately served by public transportation.

TC-5.7 Transit-Related Design Features

The City shall strongly encourage new development projects to incorporate the following transit-related design features:

- a. A through roadway shall connect adjacent developments to permit transit circulation between developments.
- b. Parking shall be prohibited on collector and arterial streets to provide access to bus stops in major employment/commercial areas.
- c. Where subdivision sound walls exist or are warranted, appropriate designs shall be used to facilitate direct pedestrian access to transit stops.
- d. Transit operators shall be encouraged to post route and schedule information in major employment/commercial areas.
- e. Commercial and industrial developments shall have easy access to major arterials and transit stops.
- f. Sheltered bus stops shall be provided with new development.
- g. Medium and high-density development shall be located near transit services.
- h. Residential areas shall be linked to transit stops via continuous sidewalks or pedestrian paths.
- i. Park-and-ride facilities shall be strategically located in cooperation with transit providers to maximize transit use.
- j. Park-and-ride facilities shall be designed to accommodate not only motorists but also other users of public transit and van or carpooling.
- k. Major new developments shall be required to provide, operate and maintain park-and-ride facilities.
- l. The City shall work with SJCOG, the County transit providers and existing development to provide park and ride facilities within existing developed areas.
- m. In major new development areas, the transit operators shall be encouraged to have service available when the first resident or employer moves in.

TC-3.5 Extension and Integration of Transit Services

~~The City shall work with operators of public and private transportation services to provide convenient extension and integration of the public transit system.~~

TC-3.6 Interregional Transit

~~The City shall support the SJRTD Regional Bus Service, Altamont Commuter Express and Amtrak's San Joaquin Intercity Rail service and work with other local, regional and State agencies to explore other public transportation facilities.~~

TC-5.8 Transit Right-of-Way Plans

The City shall, ~~where feasible~~, preserve additional right-of-way (ROW) for transit uses when mapping adjacent development areas, designing new roadways, and improvements for existing roadways.

TC-3.8 Bus Rapid Transit

The City shall support efforts to develop bus rapid transit (BRT) within and beyond Stockton.

TC-5.9 High-Speed Rail

The City shall support High-Speed Rail and other efforts to promote high-speed connections between Stockton and California's other major urban centers.

TC-5.10 Trolley Service

The City shall support efforts to expand the use of low-cost trolley service or other forms of local circulation services in major shopping, employment, and pedestrian areas.

TC-5.11 Abandoned Rail Lines

When rail lines within the city are abandoned, the City shall consider converting the railroad corridors to high-capacity transit or other transportation

TC-5.12 Passenger Ferry/Water Taxi Service [New Policy]

There are opportunities to capitalize on numerous existing dock and other water transportation facilities. The City shall plan for ferry and water taxi service in the downtown and elsewhere.

8.4 6 PEDESTRIAN, BICYCLE, AND OTHER NON-MOTORIZED TRANSPORTATION

[all of the following City draft policies are re-numbered]

TC-6 To promote development of pedestrian and bikeway facilities for transportation and recreation.

TC-6.1 Pedestrian Facilities

The City shall encourage pedestrian travel as a viable mode of movement throughout the city by providing safe and convenient pedestrian facilities, particularly in commercial areas and residential neighborhoods.

TC-6.2 Pedestrian Facility Standards

The City shall require crosswalks and other pedestrian safety measures be designed and installed according to the City of Stockton Pedestrian Safety and Crosswalk Installation Guidelines.

TC-6.3 Pedestrian Walkways for New Residential Developments

The City shall require new subdivisions and planned unit developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

TC-6.4 Pedestrian Walkways for Commercial Developments.

The City shall encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways through landscaping, frontage improvements, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

TC-6.5 Recreational Bikeways on Separate Rights of Way

The City shall ensure that recreational bikeways are developed and maintained on separate rights of way (i.e., Calaveras River path, East Bay Municipal Utility District easement path, French Camp Slough, and Shima Tract Levee).

TC-6.6 Right of Way Dedications

The City shall ensure dedication of adequate right-of-way for bicycle use in the development of new arterial and collector streets, and where feasible, in street improvement projects.

TC-6.7 Bicycle Parking

The City shall require that safe and secure bicycle parking facilities be provided at major activity centers such as public facilities, employment sites and shopping and office centers.

TC-6.8 Priority Gap Closure

In developing bicycle and pedestrian facilities, the City shall give priority to projects that close gaps in existing networks.

TC-6.9 Intergovernmental Coordination

The City shall coordinate bikeway development efforts of planning, recreation, public works, and other City departments, with San Joaquin County government and other agencies that are involved in planning, construction of operational elements of the bikeway system.

TC-6.10 Major Employment Centers

The City shall encourage major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

TC-6.11 Bikeway Maintenance

The City shall ensure that bikeways are maintained in a manner that promotes their use.

TC-6.12 Bicycle and Pedestrian Safety

The City shall promote law enforcement and educational awareness programs that improve bicycle and pedestrian safety.

TC-6.13 Street Projects

At the time of new street construction, pavement overlays, or seal coat projects, the City shall, where feasible, implement all bikeways within the project limits as detailed in the adopted master plan.

8.7 FREIGHT RAILROAD TRANSPORTATION [formerly 8.5]

[all of the following City draft policies are re-numbered]

TC-7 To minimize adverse impacts and maximize economic and community benefits resulting from freight railroad operations in the Stockton metropolitan area.

TC-7.1 Grade Separations

TC-7.2 Rail Facilities and New Development

The City shall ensure that new noise-sensitive activities not be developed adjacent to railroad rights-of-way or yards.

TC-7.3 Rail Facilities and Existing Development

The City shall ensure that new railroad rights-of-way or yards adjacent to existing residential or commercial areas are screened to reduce noise, air and visual impacts.

TC-7.4 Rail Freight and Passenger Service and Economic Development

The City shall encourage work to resolve conflicts between railroad services for freight and passenger transport as a means to reduce automobile and truck travel on the roadway system and to support and enhance economic development.

8.6 8 AIR TRANSPORTATION

[all of the following City draft policies are re-numbered]

TC-8.1 Aviation Services

The City shall encourage a full range of aviation services at the Stockton Metropolitan Airport and promote airline service that meets the present and future needs of residents and the business community. In the short-term, the City shall support the continuation of airport freight service, especially tied to local agricultural imports and exports. In the longer term, passenger air service may become more feasible.

TC-8.X Van or Limousine Service to Airports [New Policy]

Until adequate passenger air service is available, the City shall support regularly scheduled airport limousine or van service between Stockton, the Sacramento International Airport, and the Dublin/Pleasanton BART station, from which passengers can reach the Oakland and San Francisco airports. This service could be operated under the San Joaquin Regional Transit District or under contact to a private firm with appropriate City supervision and subsidy.

TC-8.2 Aviation Easement

In an effort to protect the operations of the airport, the city shall require that all new development within the airport Area of Influence Boundary grant an aviation easement on behalf of the airport and shall implement procedures concerning notice and disclosure of airport impacts (including over flights and noise).

TC-8.3 Airport Related Land Uses**TC-8.4 Runway Approach Surfaces****TC-8.5 Consistency with Airport Land Use Commission Policies**

The City shall ensure that all development within two miles of the Airport be consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (except where pursuant to Public Utilities Code Sections 21676 and 21676.5).

8.7 9 WATER TRANSPORTATION

[all of the following City draft policies are re-numbered]

TC-9 To encourage and maintain the operation of the Port of Stockton as an asset to the community and a source of jobs, while ensuring protection of the City's adjacent neighborhoods and environmental resources.

TC-9.1 Port-Related Land Uses

The City shall encourage commercial and industrial developments requiring water borne freight service to locate in the Port vicinity.

TC-9.2 Port Access and Environmental Protection

The City shall work to improve access to the Port while minimizing the adverse effects of Port-related traffic on surrounding neighborhoods and environmental resources such as water quality and aquatic habitats.