

Chapter 16

SAN JOAQUIN

This chapter describes the current status and future plans for biking and walking in the City of San Joaquin.

RELATIONSHIP TO CITY PLANS AND POLICIES

The San Joaquin General Plan is the primary document specifying goals and policies for the City, including those relating to walking and bicycling. The San Joaquin General Plan and other local plans are described in this section. Several other regional, state, and federal plans and policies also contain goals and policies relating to bicycling and walking in San Joaquin. These plans are discussed in Chapter 2, Existing Conditions, and in Appendix C, Relationship to State and Federal Plans and Policies.

City of San Joaquin General Plan (2014)

The San Joaquin City Council adopted the San Joaquin General Plan update in July 2014. This plan establishes guidance for future planning in the City extending to the year 2033.

Circulation Element

The Circulation and Transportation Element provides a foundation for the development of the City of San Joaquin's transportation system. This Element identifies the need to add bicycle lanes and improve the sidewalk network in the City.

The Bicycle Facilities section describes how street improvements can provide safer conditions for bicyclists. The City will seek funding for bicycle facilities and will seek to construct Class I, Class II, and Class III bicycle facilities.

The Pedestrian Facilities section discusses how residents of San Joaquin will benefit from improved pedestrian facilities. Sidewalks and crosswalks will

be required in new subdivisions and commercial developments. In addition, new street development will need to consider the need for pedestrian facilities.

The goals related to bicycling and walking from the Goals, Objectives, Policies, and Programs section are

- Goal CIR 2: An environmentally sustainable and healthy transportation system.
- Goal CIR 5: A safe transportation system.

The City of San Joaquin 2040 Community Plan (2011)

The City of San Joaquin 2040 Community Plan provides a synopsis of existing conditions and development needs in San Joaquin. The information found in the Plan informed the goals, policies, and programs that were included in the San Joaquin General Plan.

City of San Joaquin Mobility and Revitalization Plan (2013)

The City of San Joaquin Mobility and Revitalization Plan was developed to improve the safety and mobility of all community members. To achieve this goal, City leaders and residents participated in a multi-day charrette process. During the planning process, participants identified a number of issues including broken pavement, lack of sidewalks, and lack of bicycle facilities in the City.

The plan identified three design principles to assist the City with enhancing mobility, directing revitalization efforts, and coordinating improvement with the long term growth principles previously identified in the City of San Joaquin 2040 Community Plan. Two design principles related to biking and walking:

- I: Develop a complete network for pedestrians and bicyclists

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

The Plan also discusses pedestrian and bicycle improvements and identifies several locations in the City as candidates for these improvements. Recommendations and drawings for each of these locations are included in the Mobility and Revitalization Plan.

Municipal Code of San Joaquin, California

The Municipal Code and Charter of San Joaquin is a compilation of all of the City of San Joaquin's ordinances, codified into regulations. In the code, regulations are grouped by subject matter into titles. With a few minor

exceptions, most regulations concerning pedestrian and bicycle planning and riding can be found in Title 7, "Traffic Code," and Title 9, "General Regulations." Although there are several regulations concerning pedestrians and sidewalks, few cover bicyclists.

EXISTING CONDITIONS

Currently there are 2.8 miles of bicycle facilities and 13.8 miles of sidewalks within the City of San Joaquin. These networks are summarized in Table 16-1 and depicted in Figures 16-1 and 16-2. Sidewalks exist throughout the downtown core, but there are gaps, as shown in Figure 16-2.



Mural in San Joaquin.

Table 16-1: City of San Joaquin Existing Facilities

Type	Miles
Sidewalks	13.8
Class I Bike Paths	0.5
Class II Bike Lanes	2.3
Class III Bike Routes	0.0
Class IV Separated Bikeway	0.0

Sources: Fresno Council of Governments, 2017,
Fehr & Peers, 2017



Community meeting discussing the City of Joaquin Bicycle Facilities



Main Street mid-block crossing in San Joaquin.

Figure 16-1: San Joaquin Existing Bicycle Facilities

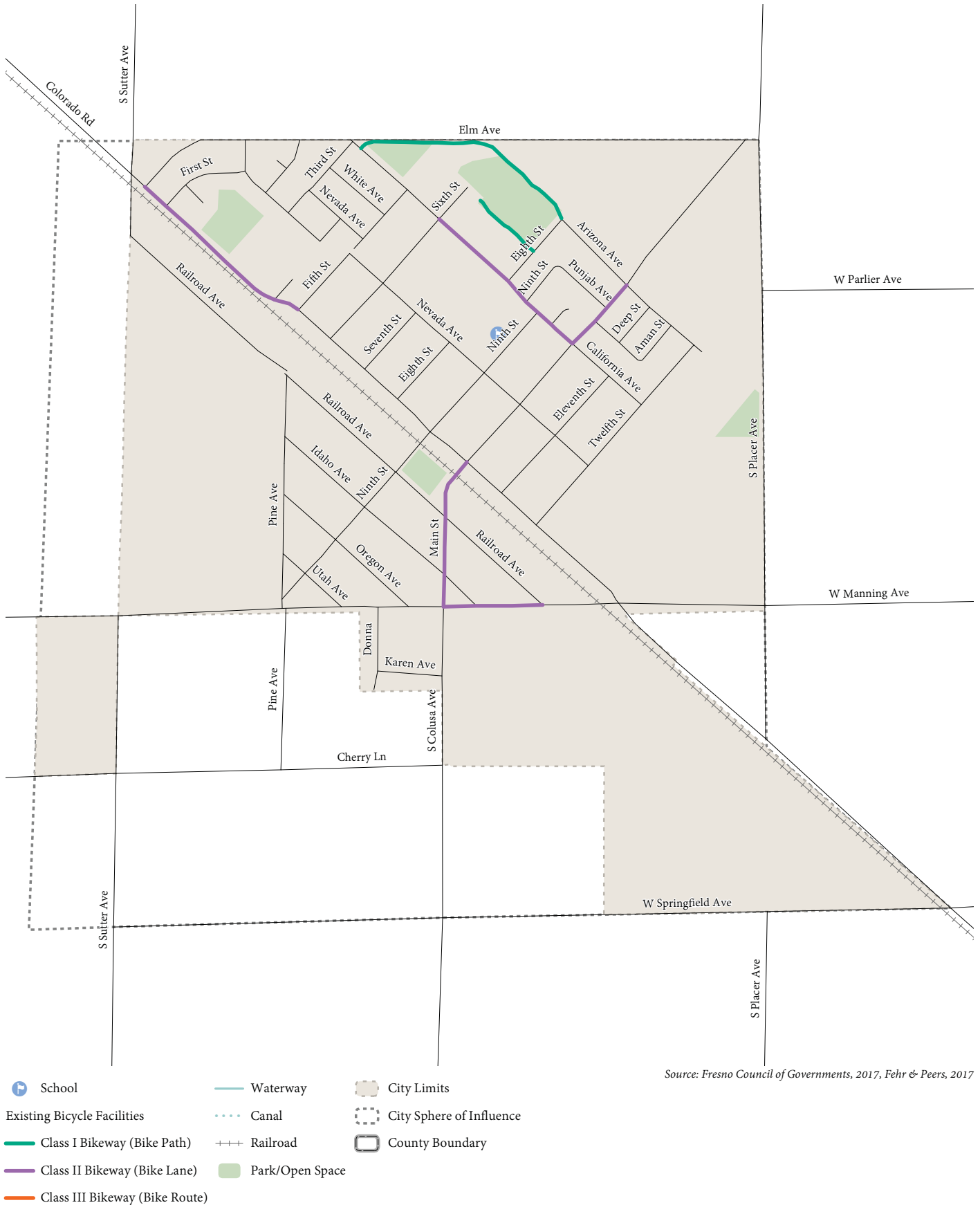
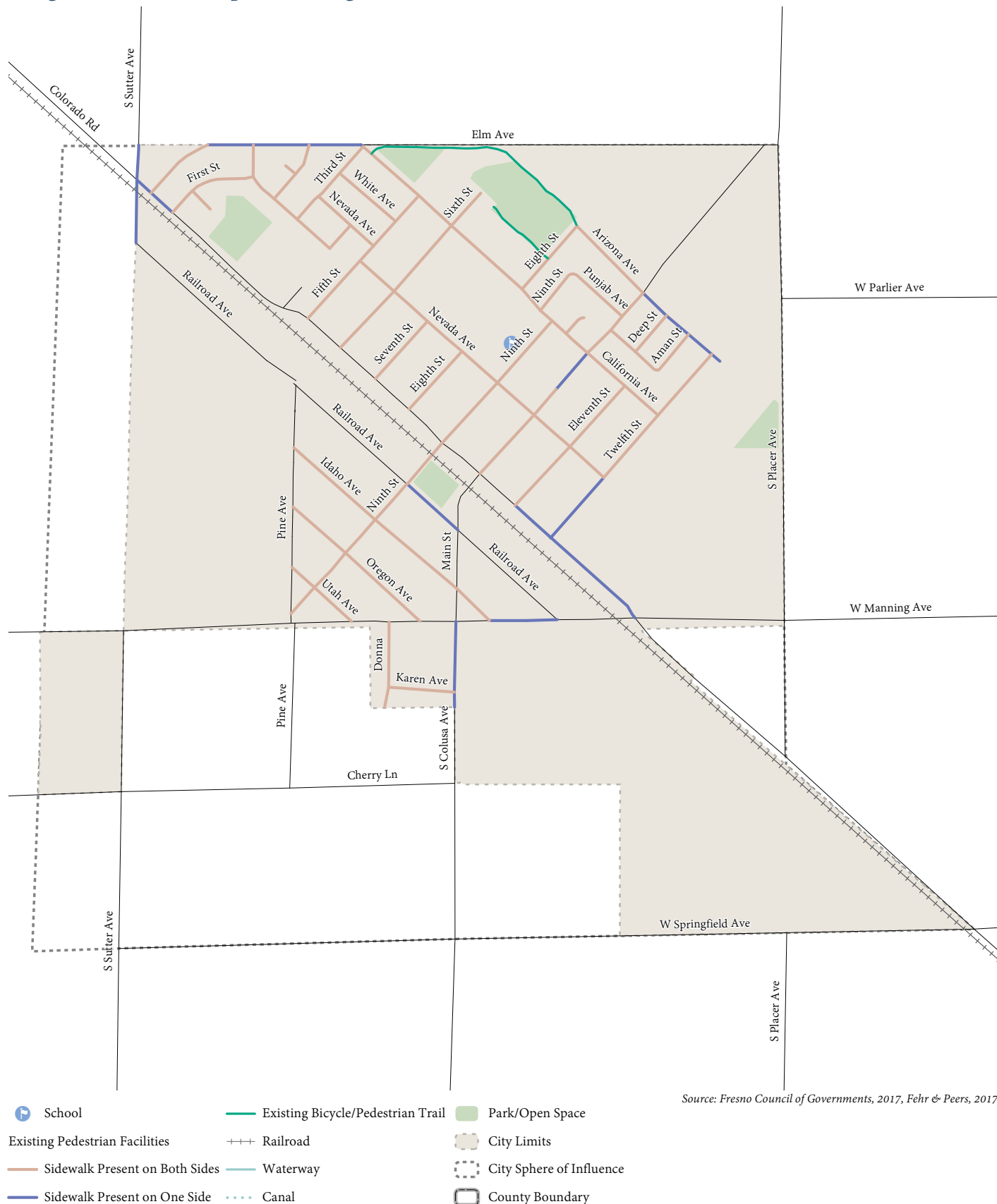


Figure 16-2: San Joaquin Existing Pedestrian Facilities



The City of San Joaquin is located about 22 miles southwest of the City of Fresno. The City has recently constructed new trails connecting to a park with playground equipment and other amenities at the north edge of the City.

The following factors also are notable to the safety and comfort of bicycling and walking in San Joaquin:

- Railroad tracks bisect the City and poor pedestrian facilities can hinder crossing.
- Bicycle facilities are intermittent through the City.

Existing bicycle parking in San Joaquin is shown in Figure 16-3.



New trail connecting to park in San Joaquin

Figure 16-3: San Joaquin Existing Bicycle Parking



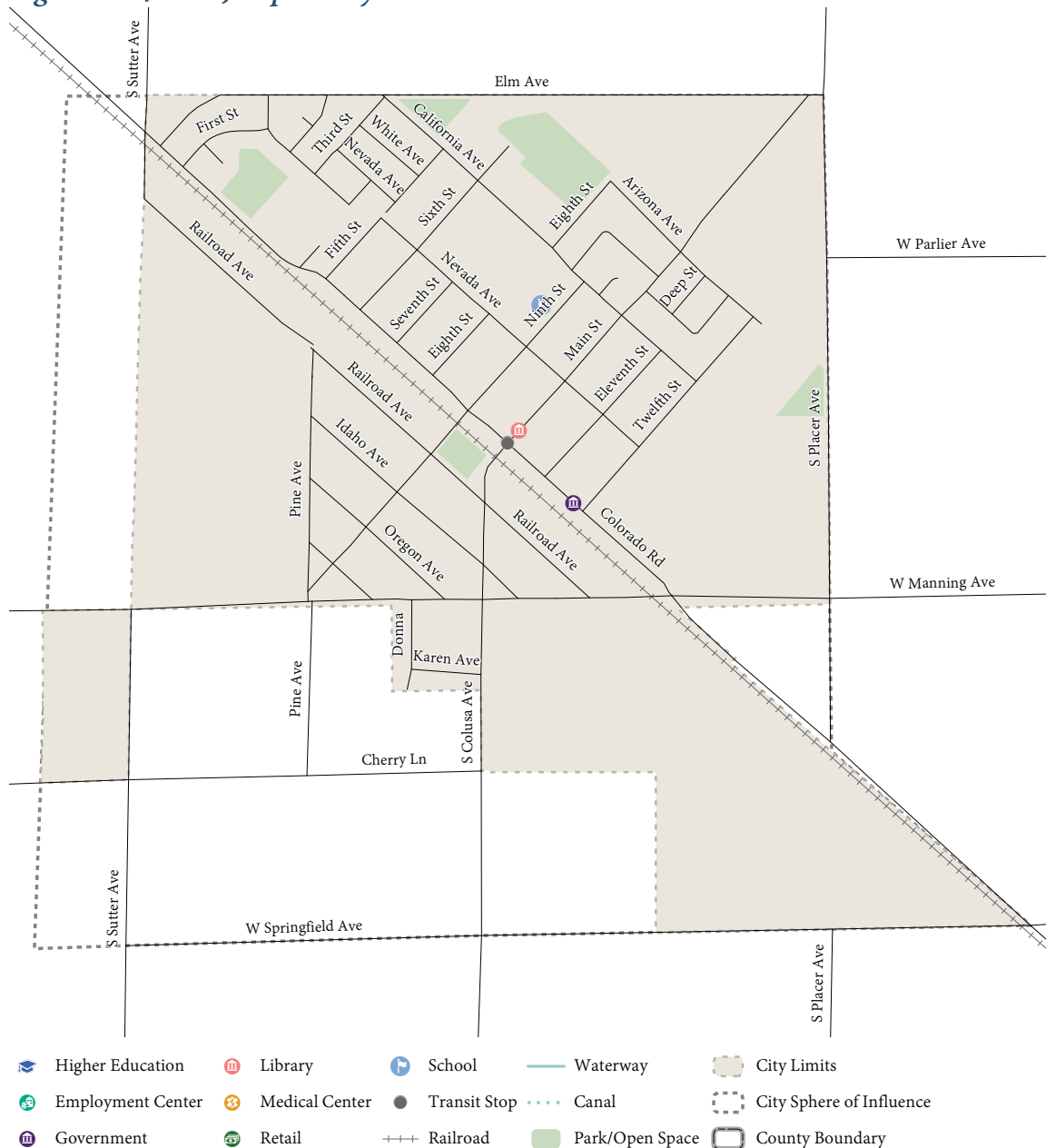
Key Destinations

Figure 16-4 shows key destinations for bicyclists and pedestrians in the City of San Joaquin. Highlights include

- San Joaquin Elementary School
- San Joaquin Branch Library
- Businesses along Main Street

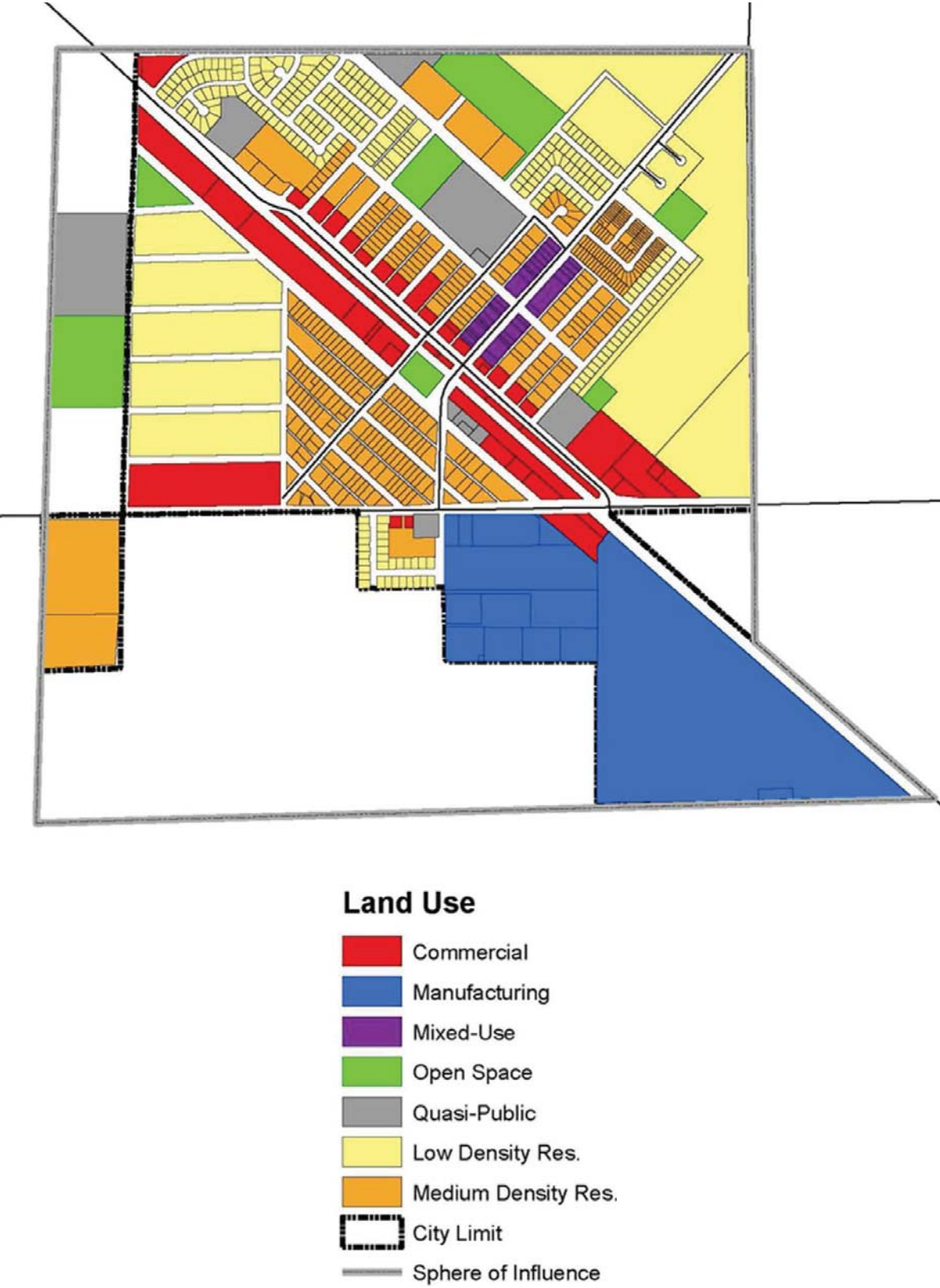
Figure 16-5 shows the General Plan Zoning Map for the City, which identifies residential, commercial, and industrial areas.

Figure 16-4: San Joaquin Key Destinations



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 16-5: San Joaquin General Plan Zoning Map



Source: City of San Joaquin, 2017

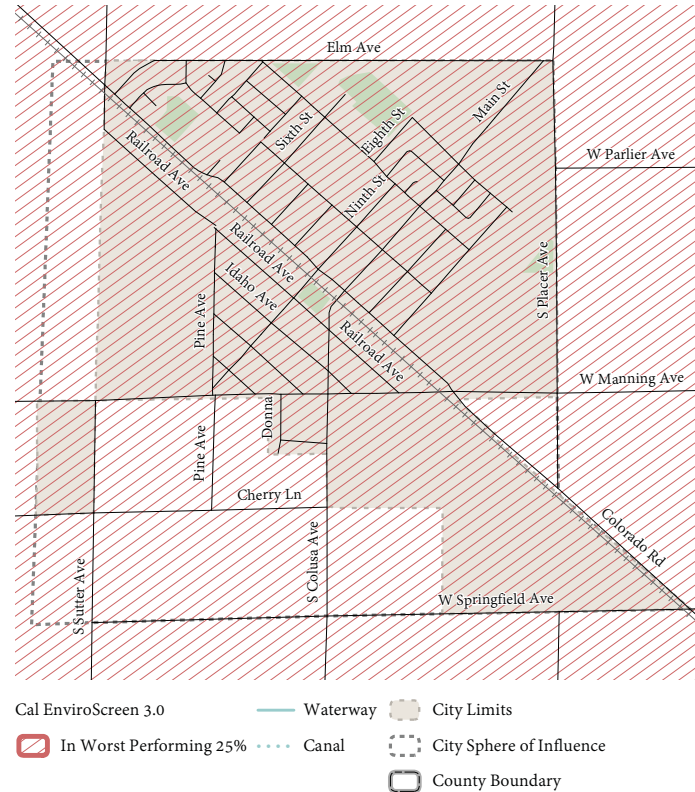
Disadvantaged Communities

All of San Joaquin meets one or more of the criteria for disadvantaged communities, as shown in Figures 16-6 to 16-9. These indicators are explained in Chapter 3, Existing Conditions.

Figure 16-6: San Joaquin Household Median Income

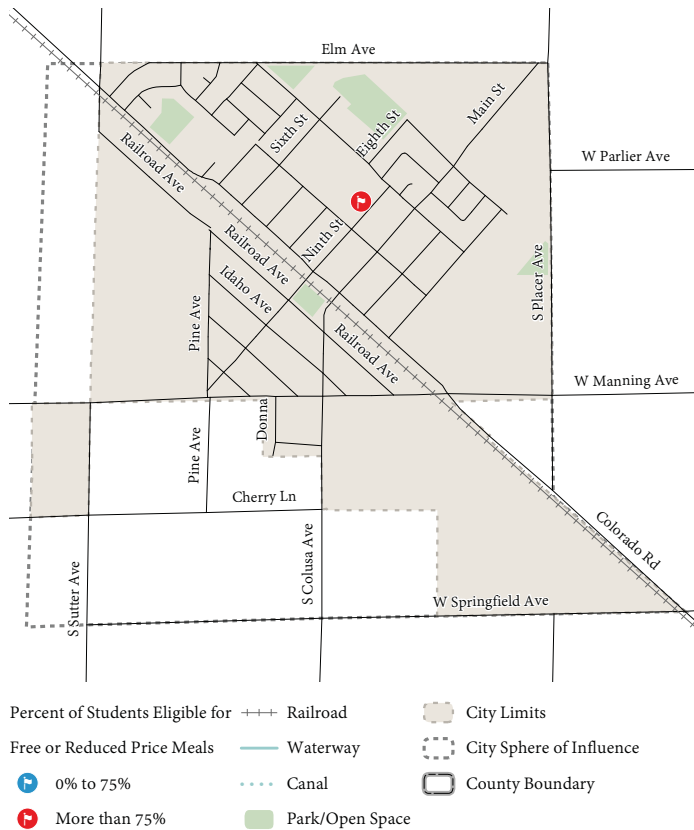


Figure 16-7: San Joaquin CalEnviroScreen 3.0 Score



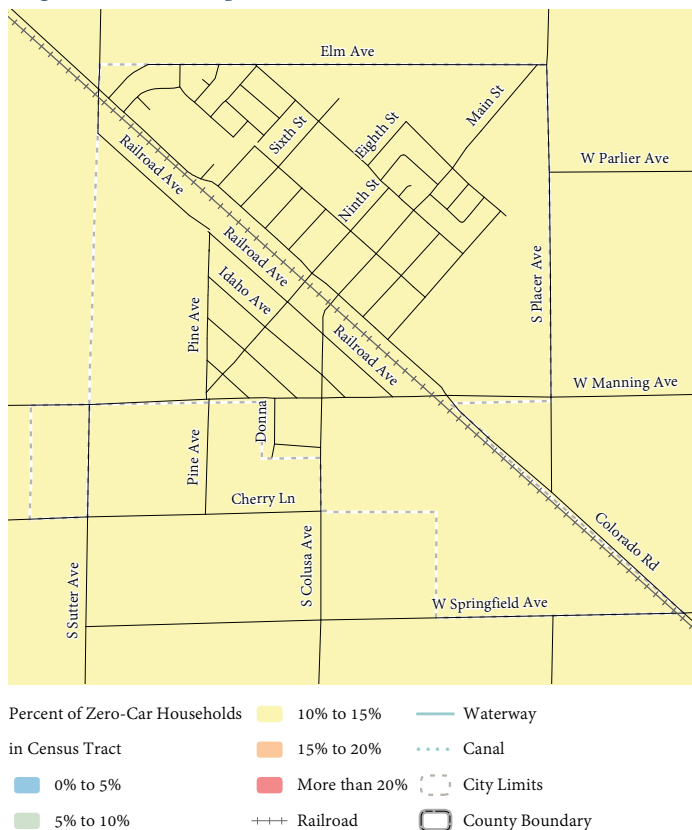
Source: California Office of Environmental Health Hazard Assessment, 2017; Fehr & Peers, 2017

Figure 16-8: San Joaquin Free or Reduced Price Meal Eligibility



Source: California Department of Education, 201, Fehr & Peers, 2017

Figure 16-9: San Joaquin Zero Automobile Households



Sources: U.S. Census 2011-2015 American Community Survey, 2016, Fehr & Peers, 2017

Existing Trips

Based on data collected through the U.S. Census American Community Survey, approximately 0% of San Joaquin workers commute to work by bicycling and 1.6% commute to work by walking. These shares are much lower than the statewide averages, as shown in Table 16-2. However, these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips in San Joaquin is higher than shown here.

Table 16-2: San Joaquin Trips to Work by Bicycling and Walking

Jurisdiction	Bicycle		Walk	
	Estimate	Share	Estimate	Share
San Joaquin	0	0.0%	10	1.6%

California

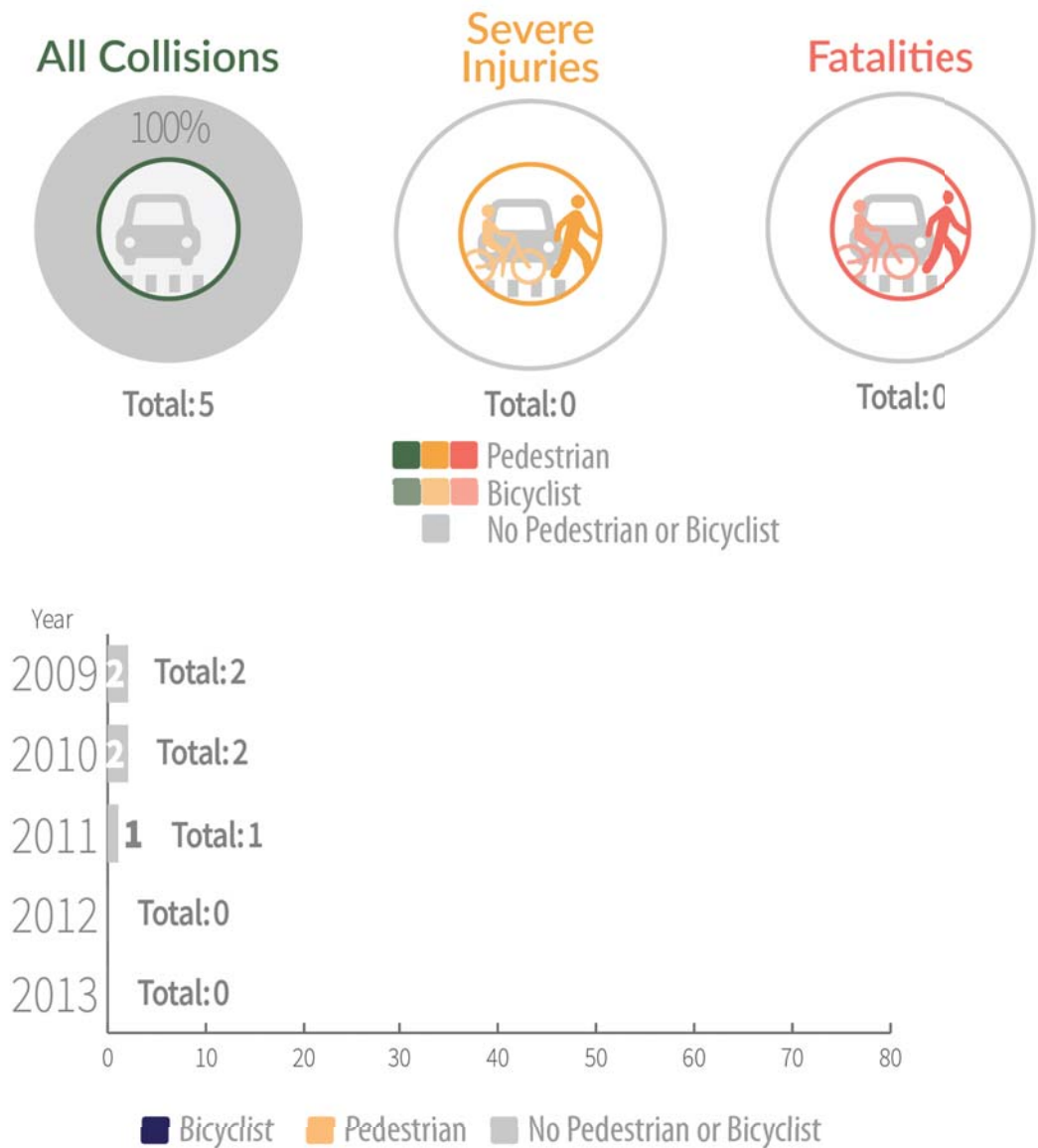
188,736	1.2%	458,5623	2.9%
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Note: Workers aged 16 years and older, excludes percentage of employees that work from home.

Source: U.S. Census 2011-2015 American Community Survey, 2016; Fehr & Peers, 2017.

Collisions

The graphics shown below summarize injury collisions in San Joaquin involving bicyclists and pedestrians by severity and year. There were no injury collisions involving bicyclists or pedestrians reported between 2009 and 2013.



Sources: Traffic Injury Mapping System, 2017, Fehr & Peers, 2017

Past Expenditures

Information on recent bicycle and pedestrian expenditures in San Joaquin is provided in Table 16-3.

Table 16-3: Active Transportation Expenditures, 2010-2015

Project	Cost
Bikeway construction and pedestrian trail improvements	\$283,046
Non-construction grant funded by Caltrans primarily for outreach, including brochures and advertisements	\$8,395
Installation of curb and gutter, asphalt paving for bike and parking lanes, and replacement of existing pavement on Colorado Avenue between Sutter Avenue and 6 th Street	\$281,140

Source: City of San Joaquin, 2017






Maintenance Policies

The City will typically re-stripe roads every year, and crosswalks are restriped twice per year, including before the school year starts.

Five E's

San Joaquin's recent efforts supporting the five E's are presented in Table 16-4.

Table 16-4: San Joaquin Five E's of Active Transportation

E	Discussion
Education 	The City of San Joaquin Elementary School has held bike rodeos and distributed Safe Routes to School flyers.
Encouragement 	The City has created and hung banners around the community encouraging active transportation.
Enforcement 	The Fresno County Sheriff's Department will typically perform enforcement duties at the beginning of the school year when students are returning to school
Engineering 	The City has made recent improvements for bicyclists and pedestrians as presented in Table 16-3
Evaluation 	The City recently developed a mobility and revitalization plan, including evaluation of biking and walking, as discussed earlier in this chapter.

Source: City of San Joaquin, 2017, Fehr & Peers, 2017



Trail entrance in San Joaquin

PLANNED NETWORKS

The planned bicycle and pedestrian networks for San Joaquin are summarized in Table 16-5 and shown in Figures 16-10 to 16-11. The networks include shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements. The proposed networks are designed to connect to San Joaquin's multi-use trails, to provide access to key destinations, and to serve as recreational assets. The sidewalk improvements also fill gaps in the sidewalk network and add crossing improvements to enhance safety near schools and across busy roads.

Figure 16-12 presents planned bike parking for San Joaquin. These planned bike parking locations supplement existing locations by adding parking at parks and near civic and retail areas.

Based on the indicators of disadvantaged communities discussed earlier in this chapter, these facilities all support disadvantaged communities.

Table 16-5: San Joaquin Planned Bicycle and Pedestrian Facilities

Facility Type	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	13.8	2.0	15.8
Class I Bike Path	0.5	3.3	3.8
Class II Bike Lane	2.3	3.1	5.4
Class III Bike Route	0.0	1.5	1.5

Sources: Fresno Council of Governments, 2017, Fehr & Peers, 2017

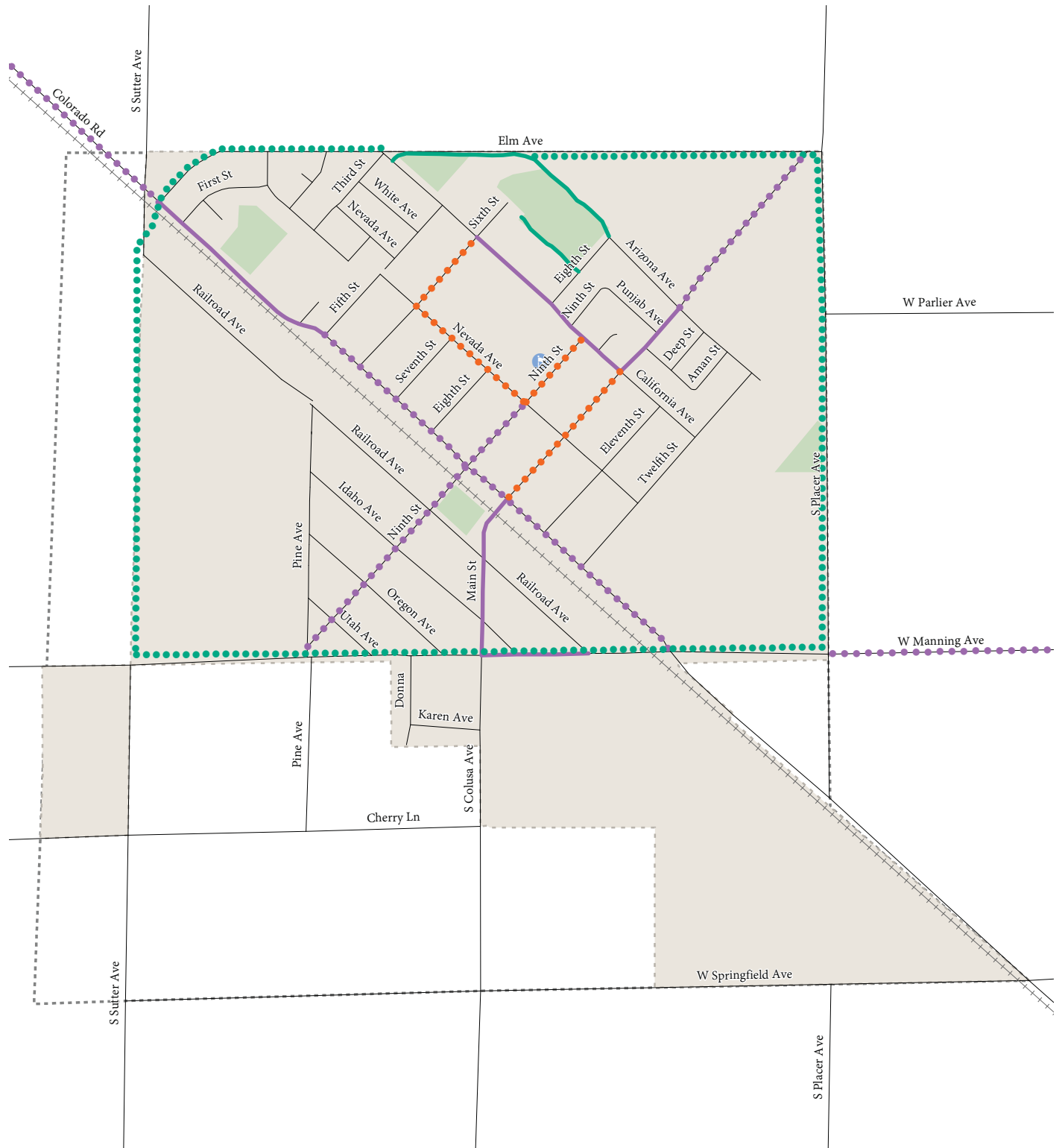
Costs to implement these facilities are summarized in Table 16-6.

Table 16-6: San Joaquin Planned Bicycle and Pedestrian Network Costs

Facility Type	Cost Per Mile	High Priority	Other	Total
Sidewalk	\$343,000	\$204,000	\$485,000	\$689,000
Class I Bike Path	\$750,000	\$458,000	\$1,980,000	\$2,438,000
Class II Bike Lane	\$175,000	\$429,000	\$107,000	\$536,000
Class III Bike Route	\$8,000		\$12,000	\$12,000
Crossing Improvements		\$600,000	\$400,000	\$1,000,000
	Total	\$1,691,000	\$2,984,000	\$4,675,000

Source: Fehr & Peers, 2017

Figure 16-10: San Joaquin Planned Bicycle Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Existing Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Planned Bicycle Facilities

Class I Bikeway (Bike Path)

Class II Bikeway (Bike Lane)

Class III Bikeway (Bike Route)

Class IV Bikeway (Separated Bikeway)

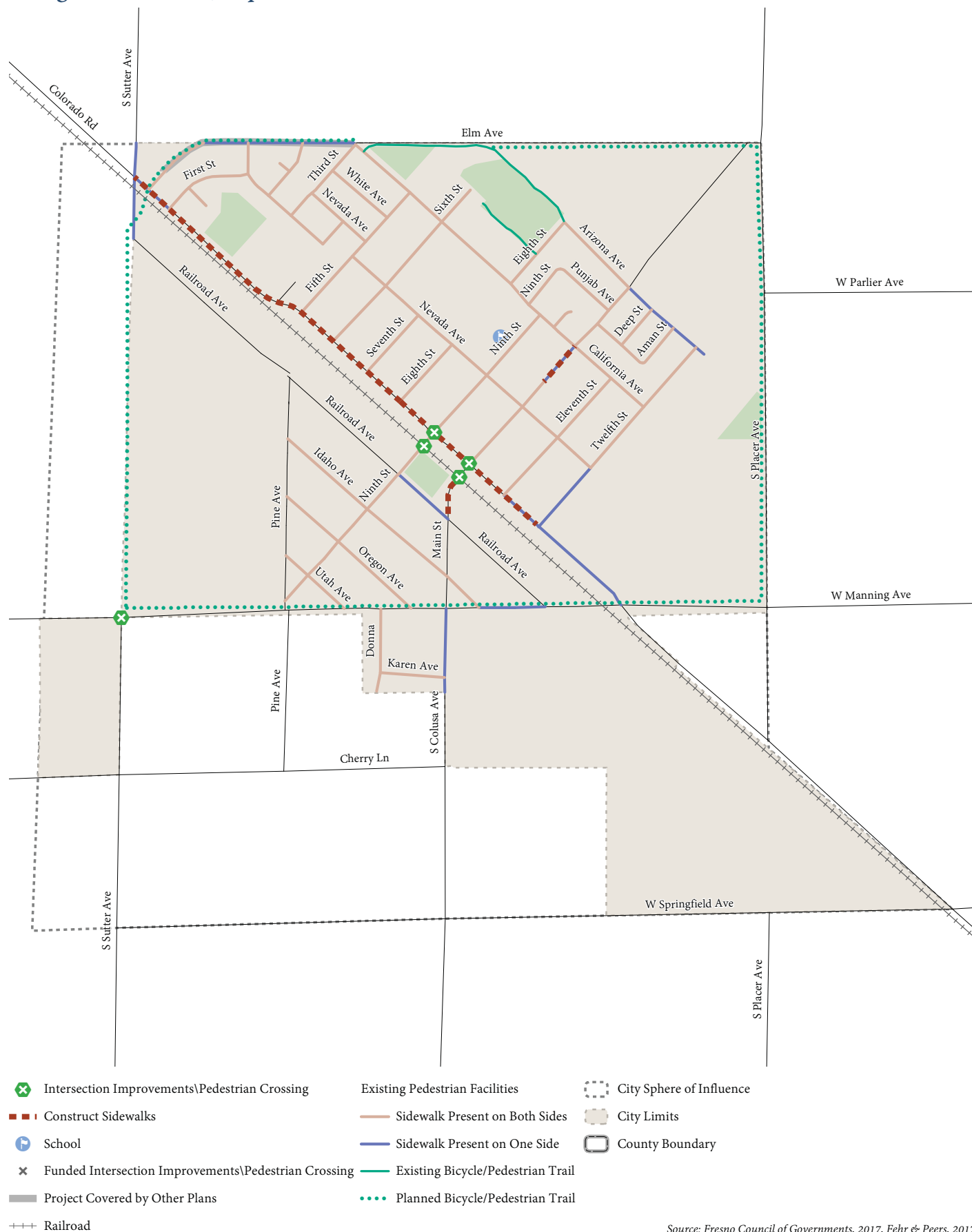
Class II/IV

Funded Project, Not Included in ATP

Project Covered by Other Plans

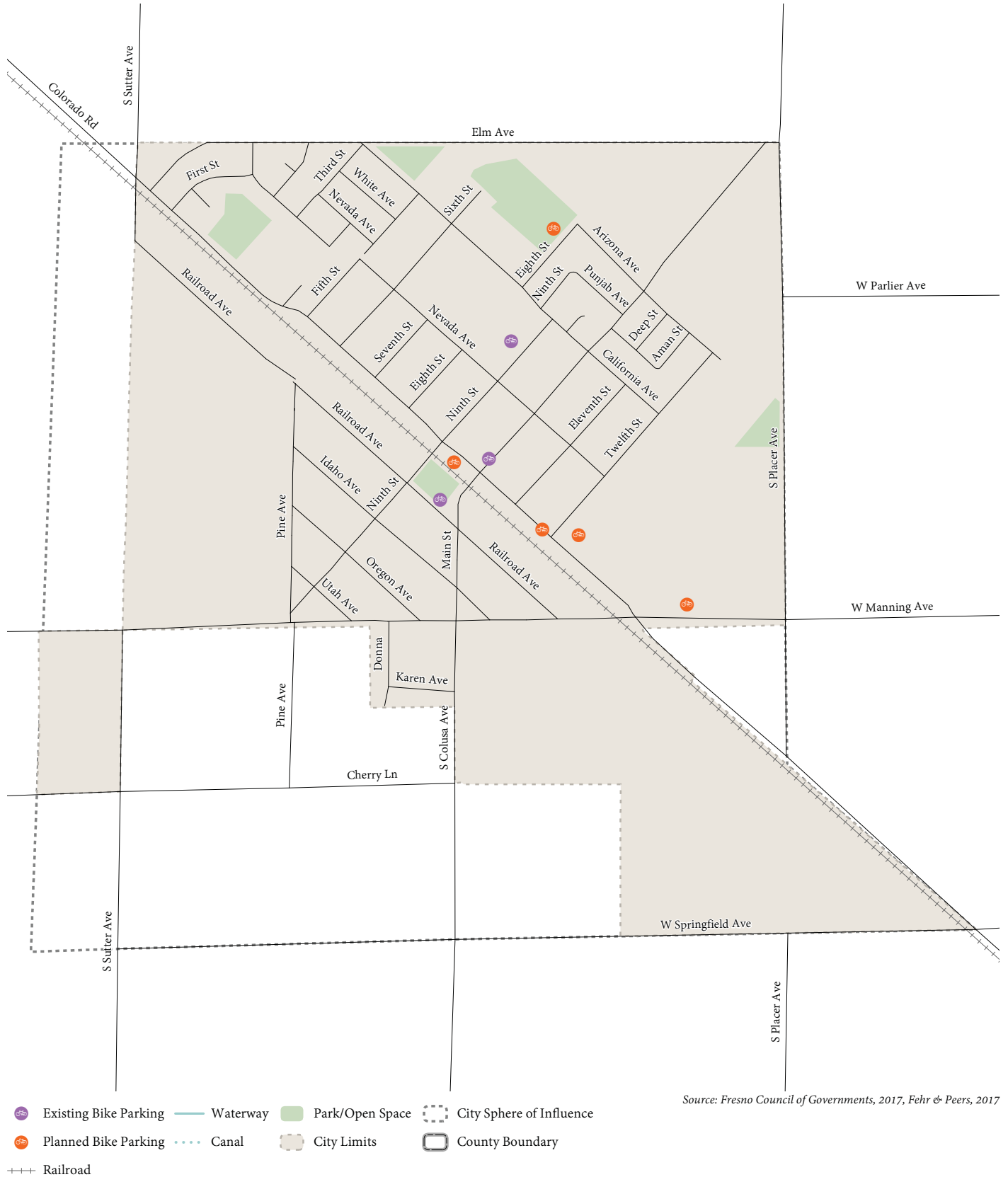
County Boundary

Figure 16-11: San Joaquin Pedestrian Facilities



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017

Figure 16-12: San Joaquin Planned Bicycle Parking



Source: Fresno Council of Governments, 2017, Fehr & Peers, 2017