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SECTION B - TRANSPORTATION & CIRCULATION

INTRODUCTION

The Transportation & Circulation component of the Community Development Element includes state highways, arterial and collector streets, minor streets, pedestrian ways, alleys, bicycle routes, railroad service, local and regional transit, and regional air transport. Requirements for these facilities are based on the land use proposals described in Section IV-A, and as shown on the General Plan Diagram. Traffic projections are based on the transportation model ~~being utilized~~developed by the San Joaquin County Council of Governments, ~~and take~~(SJCOG) as the Congestion Management Agency (CMA) under the Federal Congestion management Process. The SJCOG also manages the Regional Congestion Management Program (RCMP) that serves as a mechanism to fulfill SJCOG's requirements as the CMA for the San Joaquin metropolitan area. Traffic modeling performed for this circulation element takes into account projected regional demands of through traffic on the freeway system and inter-regional roads, as well as demands generated by the projected pattern of land use for Lathrop. An important element to the evaluation of state, regional and local roads is state's adoption of SB 743 that changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. This change involves adding the use of vehicle miles of travel or "VMT." This change requires new developments that are approved on or after January 1, 2020 to provide a VMT analysis as part of any required CEQA review. However, the evaluation of impacts on the City's transportation system from a level of service (LOS) basis is still required by this circulation element and new development projects shall be required to mitigate impacts to the local roadway system based on a LOS basis as well as VMT.

Circulation facilities within the community are a function of land use in that they exist to move people and goods among the centers of various land use in (and outside) the community. In addition, the extent of use imposed by such centers of activity on any circulation facility is a product of the collective demand of land use to be served. It therefore follows that close correlation with the Land Use Element has been established as a pre-requisite to the planning of circulation facilities. Of special importance is assurance that adequate capacity and safety will exist for each of the circulation components at such time as they will be needed over the 20-year planning period ~~to 2012~~.

Updated modeling and analysis for Lathrop and the region has been performed as a result of land use amendments regarding the Specific Plan Area #3 (Stewart Tract), specifically for the River Islands at Lathrop planning area. As a result, updated guidance for SPA#3 is included in this circulation element.

THE REGIONAL SETTING

The combination of freeway, rail, air and local street and road systems within south-central San Joaquin County provides an unusually good transportation network as a basis for accommodating urbanization in the Lathrop area. The most important facilities having regional impact are the interstate highways I-5 and 205, State Route 120, State Route 99, the transcontinental lines of the (former) Southern Pacific and Union Pacific Railroads and the Stockton Metropolitan Airport. These facilities converge at or near the Lathrop planning area, linking the community with other regions of the State and the Nation. They place Lathrop ~~on~~online for interregional and interstate air, rail, truck, and automobile traffic, and, as a consequence, enhance the economic opportunities of the community.

FUNCTIONAL CLASSIFICATION OF HIGHWAYS AND STREETS

The functional classification of highways and streets shown on the General Plan Diagram includes Freeway, Arterial, and Collector streets, along with Minor streets which are not shown on the Plan Diagram. Since traffic generation is a function of land use, two different sections of the same street may require different standards of design and improvement because of different levels of projected traffic, even though the street is classified for the same function(s) throughout its entire length.

Freeways

Interstate 5 (I-5) is part of the national system of Interstate and Defense Highways, extending from British Columbia to the Mexican border. It is the most important component of the Interstate system for north-south interregional and interstate travel. Locally, it connects with Interstate 205 along the southern boundary of the Lathrop planning area, providing a direct link with the San Francisco Bay Area. I-5 is developed to 6-lanes through the planning area, with a potential for 8-lanes plus an auxiliary lane in each direction. Access to I-5 is provided by interchanges at [Mossdale/Manthey](#), Roth Road, Lathrop Road and Louise Avenue/[River Islands Parkway](#).

Interstate 205 (I-205) and its connection with I-580 west of Tracy provides the only east-west interstate freeway linkage between the Central Valley and the California Coast between the Los Angeles basin and Interstate 80 at Sacramento. It is developed with ~~four~~[six](#) lanes to its connection with I-580 west of Tracy and is being considered by Caltrans for widening to ~~six~~[eight lanes by adding HOV](#) lanes in the next 5-10 years.

State Route 120 along the southern part of Sub-Plan Area #1 connects Lathrop with the Sierra foothill communities and mountain recreation areas to the east. It provides vital freeway linkage between communities along Route 99 south of Manteca through the San Joaquin Valley, and with the S.F. Bay Area via Interstate 205 at Lathrop and I-580 west of Tracy. Developed initially as a three-lane freeway, SR 120 ~~is scheduled for expansion to~~[was expanded to full freeway status at](#) four lanes from the Yosemite Avenue interchange to Route 99 ~~by 1996 or earlier~~[and is projected to be expanded to six lanes by SJCOG by 2030](#).

Route 99, four miles east of Lathrop, is part of the State's freeway system and is developed to full freeway standards ([six lanes from Manteca through Stockton](#)) with ~~an~~[a recently reconstructed](#) interchange at Lathrop Road ([2017](#)) and a freeway-to-freeway connection with SR 120. Until construction of I-5 in the 1970's, Route 99 was the only north-south freeway serving the Central Valley.

Expressways

[Expressways are a subset of arterial streets, designed to carry high volumes of traffic. As such, they greatly limit direct access from adjacent properties. Although not given the title, Golden Valley Parkway in Lathrop was designed as an expressway, and it is designed to limit access to quarter mile increments to facilitate movement of very high volumes of traffic. Similarly, River Islands Parkway, from McKee to Somerston, was designed as an expressway.](#)

Arterial Streets

Arterial streets form the principal network for cross-town traffic flow within the community and connect areas of major traffic generation. They also provide connections to the City of Manteca just east of Lathrop and with important elements of the County Road system, such as Airport Way. Airport Way, located one mile east of Lathrop, is a north-south County Arterial connecting with the City of Stockton on the north and

Route 120 at Manteca on the south, and provides a direct connection with the Stockton Metropolitan Airport.

Arterial streets shown on the General Plan Diagram are intended to provide a high level of traffic service by the number of traffic lanes provided and wide spacing of intersections with other through streets. Generally, arterials do not allow direct access to abutting properties. Arterial streets may control access to abutting property by requiring back-on development (with ornamental walls or fencing and landscaping), by the spacing of intersecting streets and by limiting driveway connections. Arterial streets also provide for the collection and distribution of traffic to and from Collector streets which provide internal access to residential, commercial, and industrial areas.

Collector Streets

Collector streets provide for traffic movement between Arterial and Minor streets and for traffic movement within major activity centers. They also provide direct access to abutting properties.

Minor Streets

Minor streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial, and industrial areas. Under ideal conditions of street design, they are of short length and do not allow for through traffic.

Alleys

Alleys are intended to provide secondary access to abutting properties and to accommodate utility lines and refuse disposal services. They are most often located to the rear of properties and occasionally provide side access to parcels. ~~Alleys For SPA#1, alleys~~ exist only in the 14 block older residential area between 5th and 7th Streets south of ~~Roth Rd.~~ Lathrop Road to O Street. ~~Some new alleys will likely~~ and in River Islands along Lakeside Drive. Additional alleys may be added in the future as part of the residential neighborhoods ~~on Stewart Tract in River Islands~~ and in Central Lathrop. (SPA#2).

POLICIES AND PROPOSALS FOR INTERSTATE AND STATE ROUTE FREEWAYS SERVING THE LATHROP AREA

I-5, I-205, SR 120 and SR 99 are all experiencing heavy current peak hour traffic demands as the result of the extensive residential expansion that is occurring in the region which in turn is due to the demand for housing for people employed within the San Francisco Bay Area. This demand for housing has not been met by land use agencies in the San Francisco Bay Area, and that demand is being met by agencies in the Central Valley. Because of their role in the interstate and state highway systems, traffic on these highways can be expected to increase substantially over the next 20 years. Because of practical constraints to the number of lanes and traffic capacity that can be added to any freeway section, protection of the "through" traffic function of the freeway becomes paramount.

Policies

1. The City should protect the through traffic functions of Interstate and State Route Freeways serving the Lathrop area by planning arterial street alignments which will avoid the need or desire to utilize freeway sections for short, local area interval trips as if they were elements of the local arterial street system.

2. Land use designations along freeway sections should take into consideration the visual and noise impacts associated with existing and future traffic levels on these major traffic carrying facilities.
3. Freeway interchanges should be improved to carry the demands of traffic generated by development in Lathrop in keeping with the principle that responsibility for improvements must reflect the fair apportionment of traffic to existing and future regional demands v. local demands.

Proposals

Only existing interchanges (with some improvements) will be required on I-5 and SR 120. A new interchange at I-5/Squires Road will not be required as previously proposed by the Draft General Plan/EIR published August 1, 1991. Expansion of the existing ~~partial~~-interchange at Yosemite Avenue [has already begun by Lathrop, and](#) is needed to serve the considerable industrial growth envisioned along the north-south corridor framed by the railroads, ~~and is planned by Caltrans~~. One new interchange will be required along I-205 to accommodate traffic generated by new development on Stewart Tract. ~~The most likely candidate is to convert the City of Tracy has processed a Project Study Report for the~~ grade separation at Paradise Road [to be replaced with](#) ~~to~~ a full interchange [labeled as the Chrisman Interchange](#). The ones shown on the General Plan Diagram are illustrative. Final location(s) will be determined during implementation of the West Lathrop Specific Plan.

POLICIES AND PROPOSALS FOR ARTERIAL STREETS

Policies

1. Arterials constructed to boulevard standards are to be the principal carriers of north-south traffic through SPA's #2 and #3. They typically involve 4-6 lanes but in rare cases can be 2 lanes, depending on the amount of traffic capacity required along a given section, with landscaped dividers between intersections and left turn lanes and signalization at each intersection. Sufficient right-of-way is required to include room for landscaped pedestrian corridors along either side. Spacing between intersections with crossing streets should be ~~in the range of~~ [at least](#) 1,000 [feet up](#) to preferably 2,500 feet. Spacing between "T" intersections should be at least 800 feet. On-street parking is to be prohibited. [See Figure IV-2 for typical right-of-way cross sections].
2. ~~Arterials~~ [East-west Arterials](#) are to be typically constructed for 4-6 lanes of traffic with left turn lanes provided at intersections, although in infrequently arterials may be 2 lanes wide. Development through residential areas should be designed to back-on to the Arterial, with ornamental walls and landscaping along the right-of-way line. In areas where development fronts the arterial, the design for a 2- or 4-lane facility should provide for a minimum right-of-way of 84', with 12' travel lanes, two 8' parking lanes and two 10' minimum planting strips for the accommodation of sidewalks and street trees. Commercial sidewalks 10' in width need only be provided in retail commercial areas and along the frontages of other pedestrian-intensive uses. Street trees should be provided along all ~~Arterial~~ [arterial](#) streets. Rights-of-way should be widened at the approaches to major intersections to provide space for additional turn lanes. [See Figure IV-3 for typical rights-of-way cross sections.]
3. Arterial streets serving Service Commercial and Industrial areas are to be designed and constructed to standards which reflect heavy truck traffic and the need for longer turning radii for trucks at intersections. On-street parking shall be prohibited.

Proposals

A north-south arterial (designated Golden Valley Parkway on the Plan Diagram in SPA #2) is proposed west of I-5 extending north and south from Lathrop Road on an alignment generally parallel to I-5 to avoid pressure to use I-5 for local traffic movement. This arterial would eventually cross the San Joaquin River, extending into Stewart Tract, becoming an east-west arterial with eventual connection to ~~one of more~~ the Chrisman interchange with I-205 to the south west.

An east-west arterial bisecting the center of the Central Lathrop Specific Plan area is Lathrop Road, which ~~currently exists only~~ becomes Spartan Way west of Golden Valley Parkway on the ~~eastern side~~ westside of I-5. This arterial will provide access to collector streets, neighborhoods, and commercial centers.

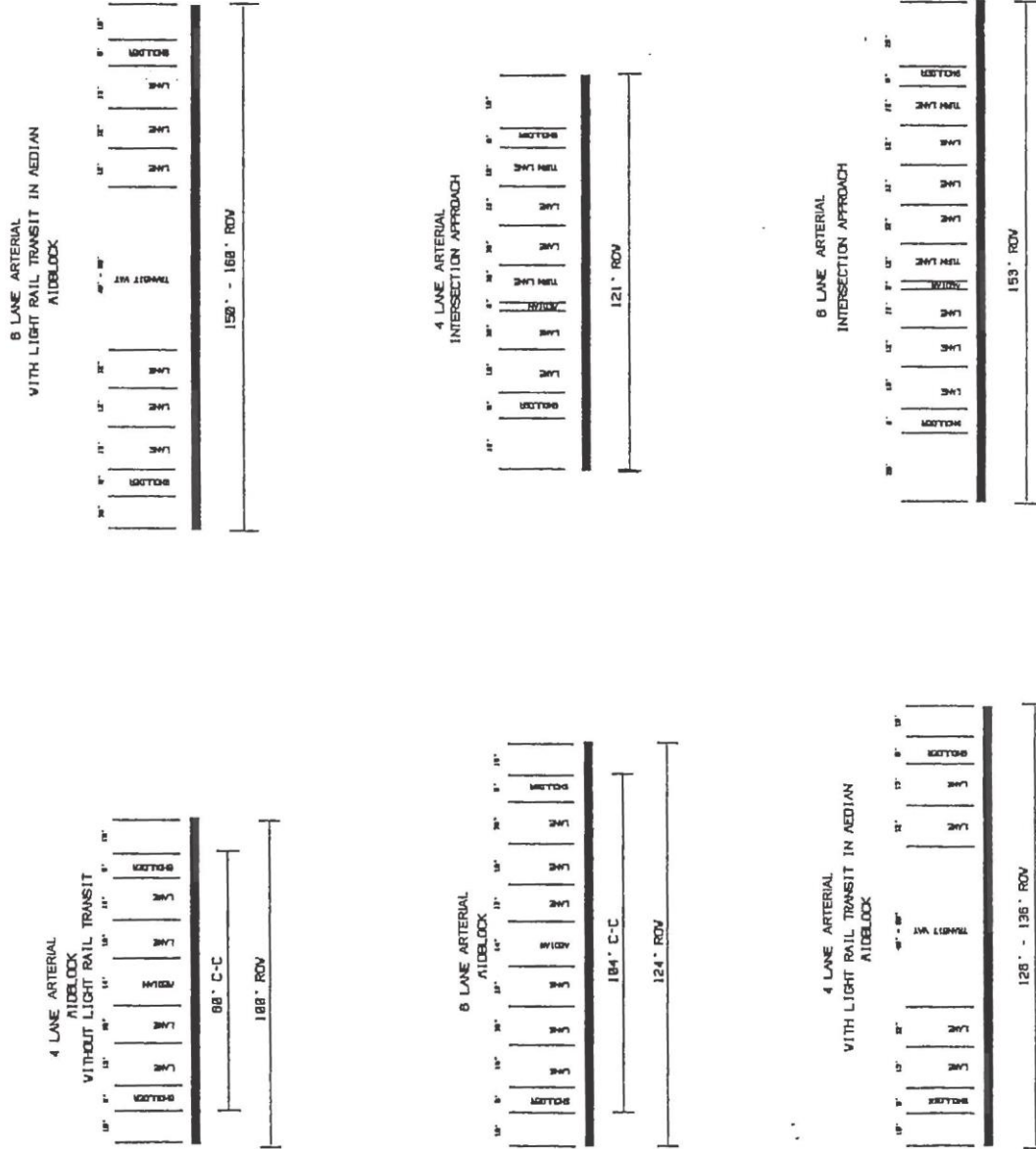
~~Another arterial is proposed to eventually enter Stewart Tract by crossing~~ River Islands Parkway (the westward expansion of Louise Avenue from Interstate 5), crosses the San Joaquin River ~~as an extension of Louise Avenue (now referred to as River Islands Parkway). Neither of these arterials to Stewart Tract will be needed until substantial commercial~~ via the Bradshaw's Crossing Bridge and provides the main east west arterial for the River Islands development occurs ~~on Stewart Tract. In the interim, in SPA #3 Manthey Road (the frontage road along the west side of I-5) and Stewart Road~~ will continue to provide secondary access onto the Stewart Tract from ~~SPA #2 Interstate 5. With lane improvements, Manthey may provide primary access to the Stewart Tract from~~ into SPA #3 for the ~~north for 5-10 years. An eventual third arterial could enter Stewart Tract from~~ near future, but will likely be rerouted or discontinued in the east (under I-5) via the southwesterly extension of Yosemite Avenue from its interchange ~~future, with SR-120~~ The Manthey Road Bridge over the San Joaquin River will be removed once construction of the San Joaquin River bridge for Golden Valley Parkway is complete.

FIGURE IV-2

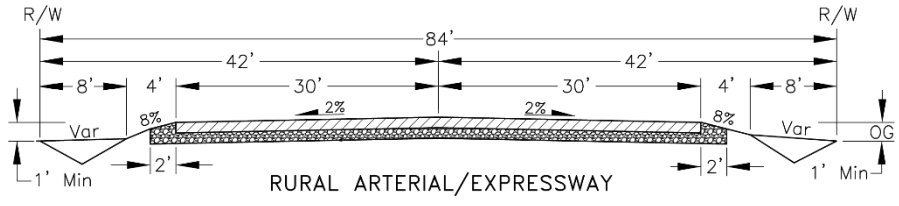
ILLUSTRATIVE ARTERIAL
CROSS-SECTIONS¹

LATHROP

ROADWAY CROSS-SECTIONS



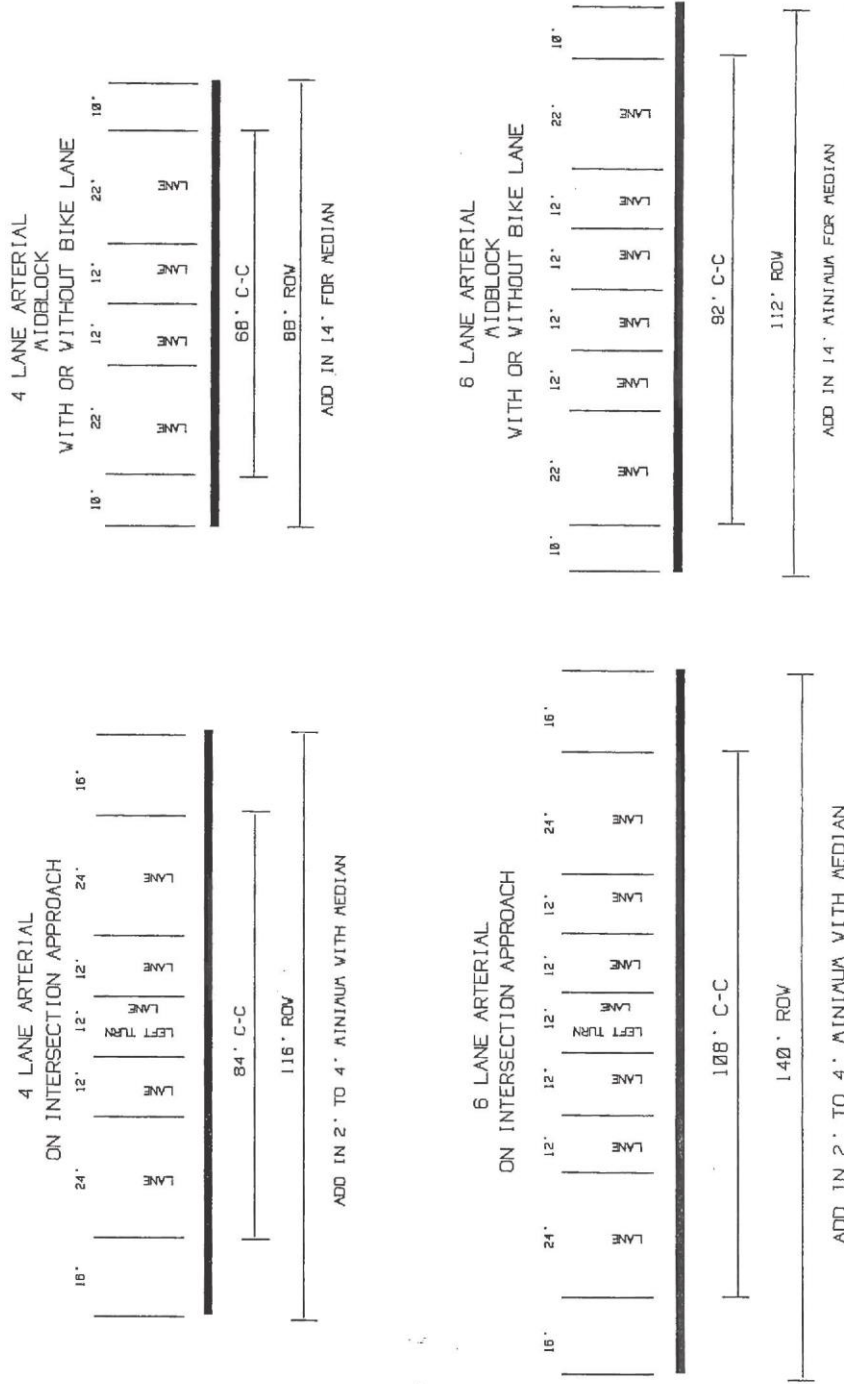
1. Actual cross-sections will be adopted for each street or class of streets by the adoption of Standard Specifications by resolution of the City Council, or by Specific Plan Lines, and may differ from any of those shown in Figures IV-2 through IV-56. [Cross-sections for SPA#2 shall be set by the Central Lathrop Specific Plan, by Specific Plan Lines or other City Council action.](#)



4-LANE RURAL ARTERIAL
PARADISE ROAD (SOUTH OF PARADISE CUT)

FIGURE IV-3

ILLUSTRATIVE ARTERIAL CROSS-SECTIONS



Overall phasing and secondary impacts of circulation improvements shall be indicated in both the West Lathrop and Central Lathrop Specific Plans.

Arterial streets alignments west of I-5 are illustrative. These ~~Arterials~~arterials can serve as boundaries between residential villages and between commercial and non-commercial areas- and can provide intra-regional routes between different areas of the City. North-south ~~Arterials~~arterials east of I-5 include McKinley Avenue, Howland Road and Harlan Road. The east-west Arterials are Roth Road, Lathrop Road, Louise Avenue and Yosemite Avenue (extending east from its interchange with SR 120). North-south arterials west of I-5 include Golden Valley Parkway, Somerston Parkway, and Paradise Road.

The arterial street proposal is designed to significantly alter existing traffic patterns which rely heavily on Lathrop Road and Louise Avenue interchanges with I-5 to accommodate traffic generated to and from Manteca. The key elements in this regard will be the following:

1. Improve Roth Road to ~~6~~4 traffic lanes between I-5 and Airport Way. Although, along with the requirement for railroad grade separation structures have been removed from the General Plan, a railroad grade separation is needed at the easterly railroad crossing, due to extensive delays from Union Pacific Intermodal Station, but this is not the responsibility of the City of Lathrop.
2. Improve Airport Way to ~~6~~4 traffic lanes from Roth Road to SR 120.
3. Improve Yosemite Avenue to 6 traffic lanes from SR 120 to Yosemite Court, 5 lanes to D'Arcy Parkway and 4 lanes the Manteca city limits.
4. Improve Lathrop Road and Louise Avenue to 4 traffic lanes between I-5 and the Manteca city limits; ~~provide~~ railroad grade separation structures have already been constructed along Lathrop Road.
5. Construct an at-grade crossing of the Southern Pacific Railroad has been constructed from the Crossroads Industrial Park along the line of Vierra Avenue and curving south to Yosemite Avenue.

These improvements will permit east-west traffic desiring access to I-5 to be diverted around the existing developed area of Lathrop, thus reducing traffic impacts on the Lathrop Road and Louise Avenue/River Islands Parkway interchanges and on freeway sections between Roth Road on the north and the I-5/SR 120 merge on the south. These and other arterial street proposals will assure volume-to-capacity ratios on all street sections at Level of Service ED, and on all interchange ramps at Level of Service D.

COLLECTOR STREETS

Policies

1. Collector streets are to be designed to carry from 500 to 5,000 vehicles per day. Where average daily traffic (ADT) is projected to be less than 4,000, a ROW of 60' may be sufficient. As an illustration, development might involve two 11' or 12' travel lanes, two 8' parking lanes and two 10' minimum planting strips with sidewalks. Sidewalk width may not have to exceed 4'- 5' in width except where intensive pedestrian traffic is expected. [See Figure IV-4]
2. Where ADT is projected above 4,000 to 5,000 in residential areas, a 64' right-of-way may be required. In commercial and industrial areas, four lanes of traffic may be required. Where ADT is projected above 5,000, with high peak hour traffic, wider cross-sections will be required. Rights-of-way may require widening on their approaches to Arterials or other Major Collector streets in order to provide

suitable turn lanes.

3. The high costs of converting a deficient Collector street to the appropriate standards required for existing and projected traffic should be limited to only those streets where either: a) high current and projected volumes of traffic are involved; b) joint funding is possible; c) significant contributions of private or assessment district funds are involved as part of the cost of developing adjacent lands; or d) where the rate of serious accidents has been high and where hazards to public safety are great.

**FIGURE IV-4
ILLUSTRATIVE MAJOR COLLECTOR CROSS-SECTIONS**

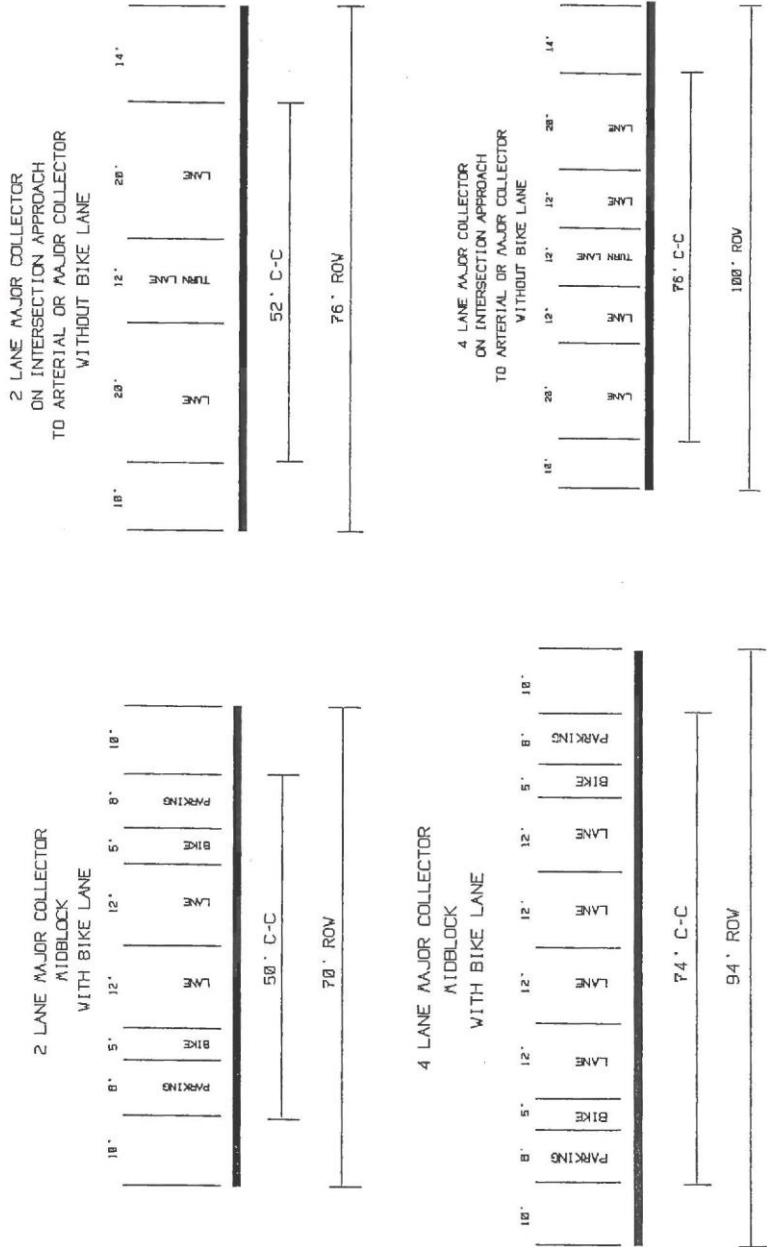
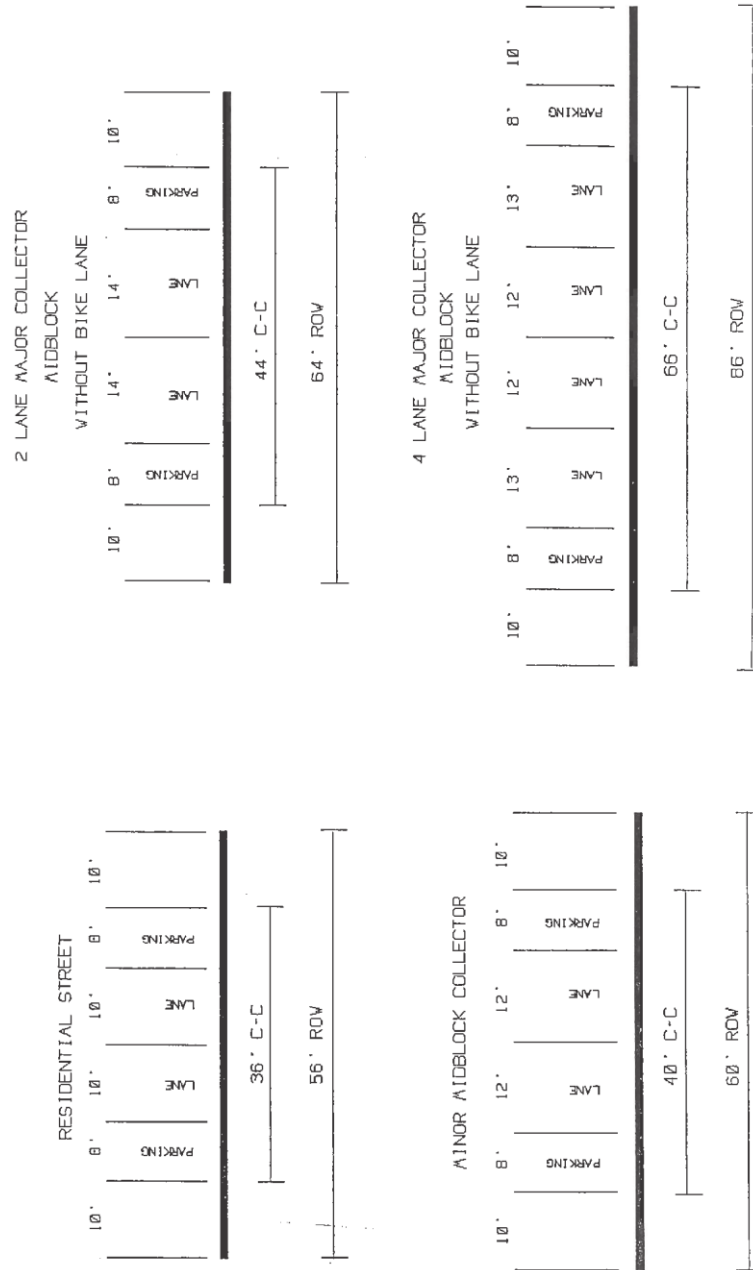


FIGURE IV-5

ILLUSTRATIVE COLLECTOR AND MINOR STREET CROSS-SECTIONS



Proposals

Collector streets shown on the Plan Diagram for areas east of I-5 and west of the S.P. Railroad for the most part follow existing streets which already serve as Collectors. Collector streets shown west of I-5 and in undeveloped areas east of I-5 are intended to be more illustrative of providing internal access within residential, commercial, and industrial areas.

THE MINOR STREET SYSTEM

Minor street deficiencies have become extensive in the older residential areas of Lathrop, including broken pavement (ripples and chuckholes), missing or deteriorated curb/gutter/sidewalk sections and inadequate drainage. Minor streets are to be designed to carry up to 500 vehicles per day, with a typical ROW of 60' and [traditionally](#) a minimum of 40' between curbs. Other rights of way widths, both less and greater, have been approved within the West and Central Lathrop Specific Plan areas. [See Figures [IV-5](#) and [IV-6](#) for typical cross- sections that may be applied.]

Minor Street Policies

1. To keep Minor street volume within design capacity, street length shall be kept under 1,200 feet where possible unless interrupted by an Arterial or Collector street.
2. Design standards shall permit innovation and flexibility by the developer in relation to land use proposals under Planned Development procedures of the Zoning Ordinance or under any applicable adopted Specific Plan.
3. In view of deficiencies in existing Minor streets, the City should consider forms of funding which include direct public sources (e.g., through [redevelopment](#) [Community Facilities Districts](#) or [Assessment D](#) districts) as a means of overcoming Minor street deficiencies. [Community Facilities Districts in Mossdale, Central Lathrop and River Islands Specific Plan Areas have served this role with all new residential development.](#) Curb, gutter, sidewalk, and paving needs along Minor streets might alternatively be made the responsibility of affected property owners, [but this approach has only been used on private streets in new condominium projects.](#) Under this approach, [for existing streets,](#) the City could assume responsibility for engineering services and additional costs occasioned by higher standards of street construction and drainage than were involved at the time of original street construction. The City might also share equally in total costs where a majority of property owners are willing to accept assessment proceedings or another appropriate method of collective project financing.
4. Policies for Minor streets are intended to reflect options for reducing through traffic on minor streets between intersections with Arterials. This policy seeks to eliminate the use of Minor streets as thoroughfares through residential areas where they extend parallel to nearby Arterials or Collectors for many blocks and are often used as substitutes for Arterials or Collectors. Illustrations of how this policy may be implemented are shown on Figure IV-6 [or can be proposed by project developments on a case-by-case basis.](#)

ALLEYS

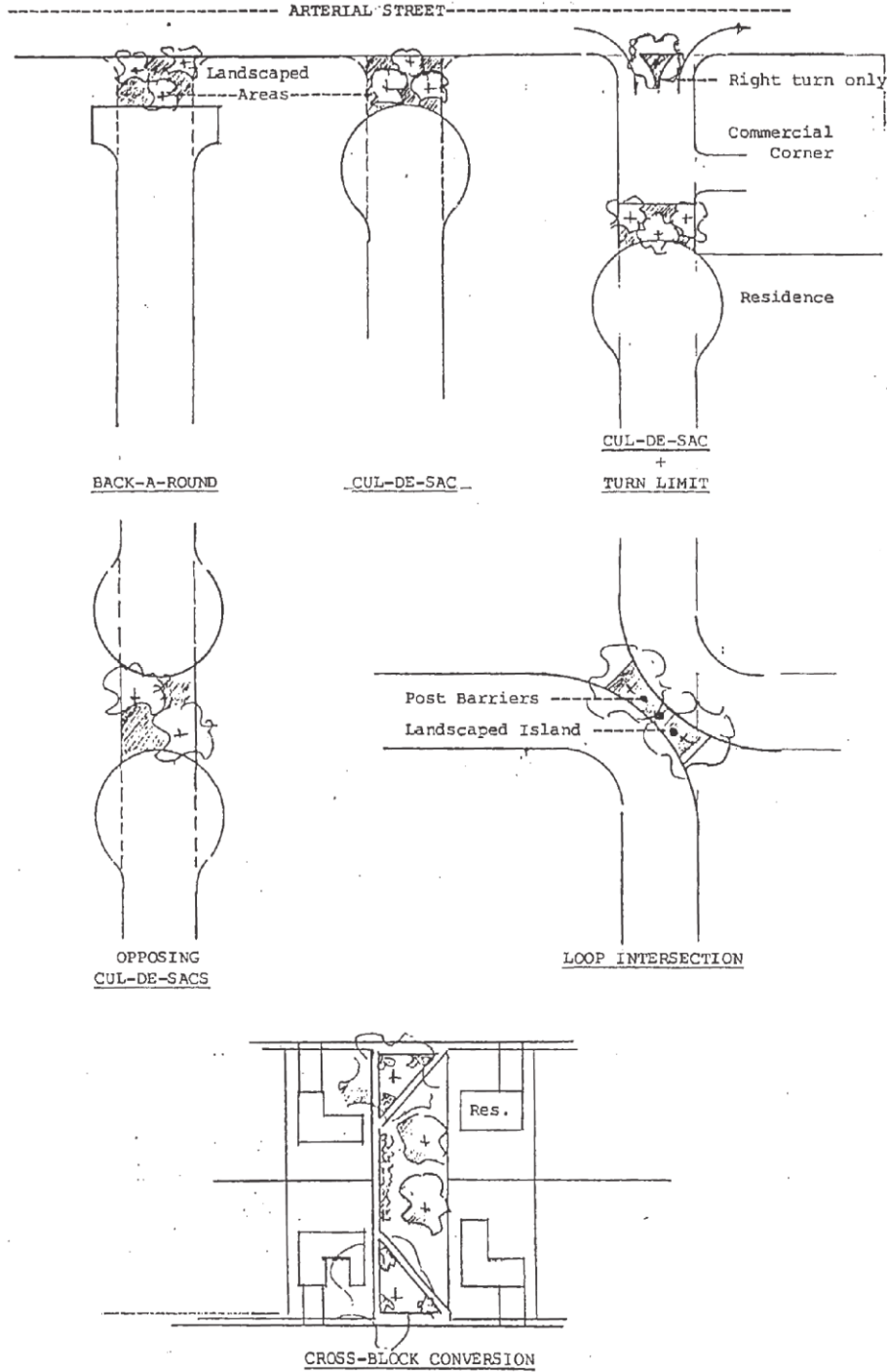
While alleys can provide an important means of secondary access to residential, commercial and industrial areas, their use is to be restricted to providing access to the rear of residential uses which front upon an Arterial or other street types, to provide parking access to the rear of multi-family residential sites, and to provide

parking and loading access to commercial and industrial sites. Certain parts of the City are encouraged to explore innovative and alternative neighborhood design and unit plotting within the community that utilizes alleys. Alleys are permitted within the Central Lathrop Specific Plan ~~area~~ and River Islands areas.

One potential use of alleys being considered in the River Islands area is to provide a minimal roadway parallel with the landside of the river levees. Alleys could provide improved maintenance access to the base of the levees for Reclamation District 2062, while also providing either a bike and pedestrian trail or a vehicle connection between what would otherwise be a cul-de-sac against the levee.

FIGURE IV-6

ALTERNATIVE APPROACHES TO REDUCING THROUGH TRAFFIC ON MINOR STREETS



TRUCK ROUTES

Trucks are required to use truck routes, if they are available, until they get close to their intended delivery location. Other than streets where local truck deliveries are required, truck routes are to be limited to arterial streets which are designed for heavy truck loads and which serve commercial, retail, office and industrial areas close to freeway interchanges. East-west truck routes east of Interstate 5 include ~~to the~~ Roth Road, Lathrop Road, ~~and~~ Louise Avenue and Yosemite Avenue. ~~(River Islands Parkway) arterials east of Interstate 5 and~~ West of Interstate 5, they include Lathrop Road/Spartan Way, River Islands Parkway, and Cambay Parkway. North-south ~~to the~~ arterials east of Interstate 5 include McKinley Avenue, Howland Road, D'Arcy Parkway and Harlan Road. West of Interstate 5 they include Golden Valley Parkway, and Somerston Parkway which provide access to Stewart Tract. These routes are intended to carry heavyweight commercial and industrial vehicles through and around the community with minimum disruption to local auto traffic and minimum annoyance to residential areas.

BICYCLE ROUTES

The system of open space corridors proposed throughout existing and future areas of urban development are intended to accommodate bike lanes on the street plus bike paths and walkways separate from the street system. Within Sub-Plan Area #2, the basic system would connect all school sites, park sites, commercial areas which serve Villages, and the City Center. Within Sub-Plan Area #3, selected open space corridors would assure bicycle and pedestrian movement throughout Stewart Tract to complement other transit intended to minimize (and in some cases avoid) use of the automobile among commercial and residential areas when possible. Specific proposal for bicycle routes in Sub-Plan Area #3 and River Islands in particular will be contained in the West Lathrop Specific Plan and subsequent planning documents. Within Sub-Plan Area #1, bicycle lanes/routes would be included as part of the street system, with Class II bike lane striping provided as part of the roadway along the Roth Road, Lathrop Road and Louise Avenue arterials, along Harlan Road and Seventh Street. Other bike routes within S-P Area #1 would be made a part of the roadway without striping, only signage to remind drivers to share the road with bicycles.

THE RAILROAD CORRIDORS

The (former) Southern Pacific and Union Pacific Railroad corridors carry main line freight traffic through the community. All Arterial street crossings are protected by automatic signals and gates, but the noise generated by train traffic can adversely affect the immediate environment adjacent to the railroads. This is especially true for the (former) Southern Pacific Railroad line because of its relationship to existing and planned residential areas.

Both the (former) Southern Pacific ~~P.~~ and Union Pacific Railroad corridors are to be preserved ~~(and if necessary expanded)~~ in recognition of their potential for high speed inter-regional rail service in the future.

TRANSIT FACILITIES

Transit proposals are critical to the land use proposals of the General Plan which call for major commercial and industrial expansion of the community within both growth centers, and in consideration of commuters who will live within or close to Lathrop.

Regional Transit

Regional transit capability potentially exists by utilizing the (former) Southern Pacific and the Union Pacific Railroad lines/rights-of-way which connect with the Bay Area to the west, the Stockton and Sacramento metro areas to the north and major cities of the San Joaquin Valley and Southern California. This capability has been under study since the 1970's and ~~there is an excellent chance that such service will be initiated during the 1990's. The General Plan Diagram shows transit stations (illustrative) along the~~ Altamont Corridor Express (ACE) Commuter train, operated by the San Joaquin Regional Transit Service began service in 1998 between Stockton and San Jose. More recently, the San Joaquin Regional Transit District has been given funding to extend ACE service to Modesto, with a connection to ACE in Lathrop in North Lathrop at the location of the old Sharpe Army Depot on Lathrop Road at McKinley Avenue. Also recently, the ~~(former) S.P. Railroad for regional transit, with potential~~ Tri-Valley – San Joaquin Valley Regional Rail Authority was established and has proposed a new inter-regional rail service provided to major cities of from the City to the Bay Area Rapid Transit (BART) station in Dublin – (Valley Link). ACE partners both with Valley Link and the San Joaquin Joint Powers Authority (San Joaquins). The San Joaquin Joint Powers Authority sponsored and supported Assembly Bill 1779 that seeks to protect and expand rail service in the San Joaquin Corridor (Bakersfield-Fresno-Modesto-Stockton-Sacramento-Oakland).

~~Sacramento-Stockton triangle. One station is shown within Stewart Tract because of the importance of regional transit as a means to mitigate the adverse impacts of added traffic on the freeway system and regional air quality. A second station (not shown) is proposed near the junction of the S.P. lines at Lathrop Road and McKinley Avenue. This second station has potential in the event that high speed transit becomes a reality between the Los Angeles Basin and the Bay Area via the S.P. mainline through the San Joaquin Valley.~~

Valley Link provides the most promise in linking the Central Valley with the Bay Area with regular, continual, commuter train service. ACE only provides several early morning westbound trips and then evening eastbound trips a day. Valley Link was created as a result of the passage of Assembly Bill 758 with the mandate to plan and deliver cost-effective and responsive transit connectivity between the BART system in the Tri-Valley and the ACE system that meets the goals and objectives of the communities it will serve. Valley Link proposes two stations, one in North Lathrop and the other in River Islands/Southeast Stewart Tract (SPA #3).

The General Plan Diagram shows transit stations (illustrative) based on the existing service and proposals of both ACE and Valley Link.

Local Transit/Bus Service

Adequate provision for the establishment of a bus system as the initial approach to local transit is to be considered a fundamental policy of transportation and circulation. Planning for an integrated bus system should be made a requirement of Specific Plan preparation so as to identify the streets requiring turnouts for bus stops. The implementation of a bus system to connect residential areas with major activity centers is an objective to be considered during early stages of buildout. Such a system will be especially important to provide express service to major employment centers during peak hours of commuting from Lathrop's residential areas.

San Joaquin Regional Transit District (known as “San Joaquin RTD” or simply as RTD) is a transit district that provides bus service to the cities and communities in San Joaquin County, including Stockton, Lathrop, Lodi, Ripon, Thornton, Fenich Camp, Manteca, and Tracy. San Joaquin RTD operates 35 fixed routes to the Stockton metropolitan area, including 4 Metro Express routes, and RTD’s Bus Rapid Transit service. Lathrop is served by RTD’s Route 797 currently, which provides inter-city service to Stockton, Manteca,

and Tracy. Local routes are not currently offered.

Specific plan areas (e.g. West Lathrop and Central Lathrop) within the City have included bus turnouts along existing arterials and include plans for additional turnouts with future arterial streets. As bus service is expanded in the future, these areas can safely service major areas of SPA #2 and SPA #3 as a result.

FINANCING IMPROVEMENTS TO THE TRANSPORTATION/CIRCULATION SYSTEM

Financing street and highway improvements has become complicated by the reduction of funds formerly available from the State and Federal governments, and by the reduction in local property taxes after passage of Proposition 13. Gas tax subventions to municipalities have dropped relative to amounts received prior to the oil price increase of the mid-1970's because of the greater mileage per gallon gained by modern vehicles. Moreover, not all of the gas tax money is allocated to transportation purposes as originally intended by the Collier-Burns Act. As financial capabilities to maintain and improve streets and highways have diminished, cities and counties have had to turn to new and sometimes innovative sources of funding. The 1/2 cent sales tax approved recently by San Joaquin County voters is an example of local government filling the gap left by reduced state and federal funding. Another example is the special fee established upon new development by the County for needed improvements to the County road system.

One of the more important new means to finance Arterial street improvements in California cities is the use of fees required by local ordinances for fair-share contributions by developers of non-residential as well as residential areas toward the off-site cost of intersection improvement, signalization and arterial street widening. Extensive Capital Facility Fees are in place for this purposes. Such fees are needed to aid the City in overcoming ~~deficiencies of~~ the need to expand existing Arterial streets, such as Lathrop Road and Louise Avenue between I-5 and the east city limits. Fees levied in relation to the amount of traffic generated by a project may be the only way in which the City can accumulate the amount of matching funds necessary to gain federal and state funding for such a project.

Another type of fee that may be required is that necessary to off-set required long-term improvements to the freeway system serving the City that are occasioned by the demands of Lathrop-generated traffic. Some regional Transportation Impact Fees are already in place. Whether or the extent to which ~~such additional~~ freeway traffic mitigation fees may be required is discussed in the General Plan EIR made a part of this document.

While developer fees and state and federal monies will help, they will not raise the funds necessary to overcome the substantial deficiencies in street improvements that have accumulated over the years, and that continue to increase each year. Streets in older areas of the City are in some cases experiencing rapid decline because of age, lack of improvements, and inadequate maintenance. In most cases, the full improvements were not required at the time the homes were developed. For this reason, the City has no responsibility to improve these areas at City cost. For these areas, the only solution (and perhaps the fairest) may be the formation of assessment districts for properties that would benefit directly from the improvement.

Assessment district financing for street (and other improvements) is practiced extensively throughout California. Property owners within a district are charged according to the proportional benefits they receive. Assessment districts are not imposed arbitrarily and without property owner consent by a City Council. While they may be sponsored or urged by the City for consideration by landowners, they are very often created at the behest of the affected property owners. The process begins with a request to the City for certain improvements from a neighborhood or specific area of the City. Boundaries are then established, and the City Engineer prepares plans for the improvements. Plans and estimated costs for the proposed improvements and the cost to be funded by each property are mailed to all property owners within the boundaries of the potential

district. The plans are later posted prominently throughout the potential district and published in the local newspaper. If protests to the proposed district are minimal, a resolution is drafted for consideration by the City Council. If protests are substantial, or if there is any question raised as to the extent of resistance, then the Council can call for an election. A majority of 50.0+ % of the eligible voters is needed for approval, whereas a 50.0% vote can defeat a proposal. A City Council can overrule a negative response from the voters by a four-fifths majority only if the project is deemed essential for public safety.

Because of Lathrop's modest current size, consideration should be given to forming an assessment district for the entire City in order to overcome the deficiencies that already exist. Under this approach, developers of land could also be charged fair-share fees to contribute toward amortizing the costs of certain types of off-site improvements (e.g., intersection signalization) provided through assessment district financing.

The California Legislature has also provided ~~relatively new means to finance certain types of improvements and services required on a large scale basis. The~~ Mello-Roos and Marks-Roos funding mechanisms that approaches offer significant opportunities for financing construction and maintenance of many types of capital improvements that will be required as the community grows. Portion of SPA #2 (Central Lathrop) and SPA #3 (River Islands) have utilized Mello-Roos community facilities districts for financing the construction and maintenance of public infrastructure, including transportation facilities.

REGIONAL AIR TRANSPORTATION

The City is extremely fortunate in having the Stockton Metropolitan Airport within only a few minutes travel time. This jet airport is capable of handling any of the existing commercial passenger and freight jet aircraft in use. Consequently, its contribution to the advantages of Lathrop as a major center of economic activity within the County is potentially significant. The County General Plan calls for expanding Airport Way as a principal means of access to the airport from both Manteca and Lathrop.

~~It is important to note that the~~ Should the City of Stockton ~~is proposing~~ to extend the airport's "Area of Influence" south to Lathrop Road in the City of Lathrop. ~~This will require that the City acquire~~ navigation easements over affected land areas would need to be acquired by the City of Lathrop. [See discussion under the Section B - Noise, of the Hazard Management Element in Part V of this document.]

Major international Airports in Sacramento and Oakland are less than a two-hour drive from Lathrop, providing commercial air service to both domestic and international locations.