

To: Manteca General Plan Advisory Committee

From: North West Manteca Citizens' Committee

Re: Northwest Manteca Traffic Planning/Transfer Station

(Intalle@verizon.net)

The purpose of this memorandum is to encourage an in-depth evaluation that will promote synergy between land use patterns and the needed transportation infrastructure in Northwest Manteca. The intent is also to strive to obtain creative solutions that will help alleviate the challenges associated with Lathrop Road and other major roads in the area.

With the growth that has occurred or is anticipated to occur in Northwest Manteca, Lathrop, and the industrial areas in the vicinity of the Stockton Airport, it is important to complete a thorough review of the traffic patterns that will evolve and the truck restrictions that will apply to each of the roads. These issues were addressed to some extent in the last General Plan Update and when the Circulation Element was updated in 2016. The area is somewhat unique in that it is next to two major highways: I-5 and Highway 99. The closest distance between these two highways is in this vicinity. There are three major interchanges on Highway 99: Arch Road, French Camp Road, and Lathrop Road (a fourth interchange is being proposed). I-5 has major interchanges at French Camp Road, Roth Road, and Lathrop Road. In addition, there are two major rail systems: Union Pacific and Santa Fe along the western boundary. The Union Pacific Intermodal Facility and CenterPoint are the major industrial facilities in the area. To further complicate the issue, different entities are responsible for portions of the area: Manteca, Lathrop, City of Stockton, and San Joaquin County. Thus, our challenge is to develop a Circulation Plan that will be supported by all these entities and our current and future citizens, i.e., we must develop a common vision for the area. At this time many of the citizens of Manteca and Lathrop do not have a clear understanding of what is legal, how effectively laws are being enforced, or the long range plan.

The major issues appear to be:

- 1. Truck traffic**
- 2. Ultimate design of roads-size, vehicle limitations, design requirements, and speed limits. These concerns apply to:**
 - a. Lathrop Road**
 - b. Airport Way**
 - c. Lovelace Road**

- d. Roth Road
- e. Union Road
- 3. Access to future developments that will occur in area
- 4. Transfer station traffic and location
- 5. Proximity of houses to some of the roads-especially Lathrop Road

Truck Traffic

There are two main categories of trucks: 1) California Legal tractor/semitrailer and tractor/doubles and 2) Surface Transportation Assistance Act (STAA) tractor/semitrailer and tractor/doubles. Highways and roads are designated to be a legal route for one or both categories of trucks.

There are four major categories of truck traffic:

- 1. Those leaving and entering CenterPoint and the Union Pacific Intermodal Facility
- 2. Trucks making local deliveries
- 3. Those that just find the route convenient
- 4. Trucks servicing other companies in Lathrop near Roth Road or Harlan Road

These trucks are either coming from or going to I-5 (north or south) or Highway 99 (north or south). The design challenge is to develop a cost effective solution that will minimize the impact on roads, current and future homes, and business in the area. Drivers-truck and automobile- tend to travel routes that minimize time or distance. They will take a longer route if it is faster. In order to develop the best solution it is imperative to develop an understanding of where they are coming from and where they are going. We should then develop "fast routes" for the major ingress/egress options. In developing the circulation element it is imperative that we have a clear understanding of type of truck traffic that will be allowed on each of the roads and an effective means of enforcement.

Lathrop Road

Lathrop Road between I- 5 and state highway 99 is a mixture of two and four lane sections with a current speed limit of 45 mph. It has major intersections where there are no dedicated right turn lanes which endanger both pedestrians and vehicles attempting to make right turns because of the speed of oncoming traffic behind those vehicles turning. Although not a designated STAA truck route, Lathrop Road currently has no weight restrictions and many trucks using this route exceed 40 tons. In both Manteca and the City of Lathrop there are residences immediately fronting Lathrop Road, several of which the City of Lathrop has no

legal right of easement as these properties have not changed ownership since prior to annexation. No provision has been made in either city for safe ingress or egress from these homes. There are only a limited number of businesses serviced by Lathrop Road that qualify for an exception to the STAA rules for deliveries—Raley's, Savemart and an auto parts store; however, many dozens if not hundreds of through freight trucks use this route daily because of the grid lock on the state highway 120 Bypass.

Many schools are affected by the truck traffic in both cities: school at Calvary Community Church and Lions and Lambs, East Union High, John McFall School, George McParland, Neil Hafley in Manteca. Joseph Wider Jr, Lathrop Elementary, and Lathrop High School in Lathrop. The MUSD does not provide bus service within a 2 mile radius of each school and this route serves as a means to get to/from school for several hundred children walking daily. Churches including Calvary Community Church, two Church of Jesus Latter-Saints, and Highlight Church of God in Christ are located on and very near to Lathrop Road.

Many community activities are affected including Tidewater Bike Trail, sports events at East Union High School, Northgate Park Softball Fields, Lathrop Community Recreation Center, Woodfield and Greenbelt Park, Lathrop Library and the Generational Center and Skate Park.

Manteca has approved an apartment complex east of McDonalds. This complex will be gated and will have a short, minimum width driveway for vehicles to enter from Lathrop Road with traffic behind them traveling at a minimum of 45 mph. This project is still at a stage where a west bound right turn lane could be designed into the eventual sidewalk and road construction that will take place as part of this project. This will take vehicles out of the lane of travel that are intending to enter this new complex.

At the intersections of Union Road and Madison Grove with Lathrop Road, a similar problem exists of vehicles needing to make a right turn off of Lathrop with traffic traveling behind them as a minimum of 45 mph. A vast improvement on safety would be achieved if these intersections were retrofitted with dedicated west bound right turn lanes utilizing existing City easements.

Just west of the intersection of Lathrop Road and Madison Grove, Lathrop narrows to two lanes. We have an intersection where 80 and 90 year old drivers, with legal driver licenses, are trying to pull out into westbound lanes or cross over into eastbound lanes through drivers who are racing westbound from the Union Road intersection trying to get ahead of the vehicles in the other lane. Further, in the morning it is nearly impossible looking east from this intersection to see vehicles traveling west. In the late afternoon for all practical purposes it is impossible looking west to see vehicles coming back traveling east. The simplest and best

solution is to have a traffic signal at this intersection with a red light also installed just east of the Fire Station driveway to stop vehicles when the fire engines need to exit the station in an emergency.

There exist two railroad crossings along Lathrop Road, one within the City of Lathrop and the other within the City of Manteca. Grade separation overpasses were justified and put in place due to vastly increased vehicular traffic plus the need for emergency vehicles, including fire, police, ambulance, etc., to not be held up when responding to emergencies. The unfortunate consequence of these grade separations though is that now it is more convenient for large through freight trucks to use Lathrop Road as they know they won't be stopped by trains. This truck traffic is a considerable detriment to the community as outlined elsewhere in this document and the best and least expensive solution to this dilemma is to make it more feasible for truck traffic to utilize Roth Road and/or Lovelace Road to transit to I-5 or state highway 99.

As part of the General Plan Update, we should strive to not duplicate the challenges that exist on Lathrop Road and we should evaluate mechanisms and concepts for improving the Lathrop Road corridor to eliminate or at least minimize the major concerns. These should include rezoning-transition some properties to commercial, modified property access, purchase of properties, etc. We should strive to do a better job of integrating land use and transportation. This should be done in a fair and equitable manner with all property owners. These comments would also apply to Airport Way.

Airport Way

Airport Way is designated to be a major north/south arterial that is initially designed with 4 lanes but could be expanded to 6 lanes in the long term. The initial design will have a median that will be wide enough to accommodate the two additional lanes. North of French Camp Road, Airport Way is currently four lanes. Beyond Charter Way it is also four lanes. A traffic light will be added to the intersection of Lovelace Road and Airport Way. The area south of Lovelace Road and to the east side of Airport Road has been rezoned low density residential which at build out will add a minimum of two to three thousand single family dwellings and the infrastructure necessary to support them: school(s), grocery, automotive service, etc.

As part of the General Plan Update it is important to develop conceptual designs of the type of ingress/egress that will be required along Airport Way. This is especially important in the vicinity of the CenterPoint Project. Many question the need for 6 lanes and the median. The traffic study should strive to clarify the long term needs.

Lovelace Road

The current Circulation Element shows an extension of Lovelace Road to a new interchange on Highway 99. This could be designed as a major truck route. The Lovelace Transfer Facility is located on this road. In fact, this facility is a major source of traffic in the area. The daily average is 530 vehicles with 700/900 vehicles on weekends. It presents some challenges in that there is a significant amount of trash that flies off the delivery vehicles and many nails that accumulate on the roads. Crews clean the trash on a regular basis. If this road is turned into a major truck route, it will be necessary to address these safety issues. The latest public Manteca Major Street Master Plan is presented in Appendix B. This plan shows the proposed new interchange on Highway 99 between the French Camp Road interchange and the Lathrop Road interchange. This gives a symmetric distribution of interchanges along Highway 99; however, it terminates at Airport Way. Unfortunately, this leaves neither of the two interchanges on Highway 99-French Camp or the proposed Lovelace Road- with a direct link to I-5 via Roth Road. . It would be a great asset to have a direct route between I-5 and state highway 99 using Roth Road rather than utilizing Lovelace and having a major truck route splitting through the middle of a low density residential area. This would also make Lathrop Road less desirable or necessary for many applications.

Roth Road

Roth Road is a blessing and a curse. It is a blessing because of its' proximity to I-5. It has the potential to be a major access road for North West Manteca. It should be one of the major access points to Union Pacific Intermodal Facility and CenterPoint. The curse is that it involves two sets of tracks, the cities of Manteca, Lathrop, possibly Stockton, and the County. For each of these entities it is considered to be on their "fringe". At this time there does not appear to be anyone that is striving to be a "Champion" for getting Roth Road improvements completed in a timely manner. The current position of each city, the county, and COG is presented in Appendix A. Periodically, there has been mention of extending Roth Road to the east. This option should be addressed as part of the update of the General Plan.

Union Road

Union Road, north of the Del Webb residential development, is currently a two lane road that is used primarily by cars and small trucks. There is a minimal amount of large truck traffic on this road. As further development occurs in the area, it is slated to become a four lane road. Based on the most recent traffic studies, it is felt that a traffic signal is not required at the intersection of Union Road and Lovelace Road. The neighbors have expressed concerns over excessive speeding. The highway patrol has implemented some more stringent monitoring. This has not eliminated the problem. It is anticipated that the traffic on Union Road will continue to increase as I-5 and Highway 99 continue to become more congested.

Transportation Priorities

It is imperative that the key infrastructure needs are identified, funding mechanisms are evaluated, and priorities are established. This should be a key outcome of the General Plan Update. Some cities implement formal Capital Improvements Programs. Historically, Manteca has not taken this approach. The program would identify what will be done, how it will be funded, and when it will be completed. Other cities have taken this approach and it appears to be very effective. It is also important to ensure that the fee structure does not stifle future development of our city. As part of our General Plan Update this methodology should be evaluated.

The current Circulation Plan (C-P-19) indicates that the City shall coordinate with neighboring jurisdictions, including Caltrans, San Joaquin Council of Governments (SJCOG), San Joaquin County, the City of Lathrop, and the City of Ripon to pursue funding for the regional facilities. The items listed in C-P-19 and Roth Road are listed in Table 1. The most costly project is the easterly extension of Highway 120. This is the most expensive project on the list. Stanislaus County has tax funding to improve Highway 108 to Oakdale. We must determine what funding is available from COG and the merit of having two major roads heading east relative to the importance of other projects on the list.

Table 1 Major Road Projects

Project	Estimated Cost	Comments	
interchange at McKinley Avenue and SR 120;	\$100M		
/ new interchange at Austin McKinley Avenue and SR 99;	\$100M		
<ul style="list-style-type: none"> • An easterly extension of the SR 120 freeway towards Oakdale 	<\$300M	<ul style="list-style-type: none"> • Stanislaus County has tax funding for major road(Highway 108) east to Oakdale • Second Route may not be justified 	
A new interchange on SR 99 between Lathrop Road and French Camp Road	\$200M		
Regional bicycle lanes and bicycle paths	\$5M		
Roth Road	\$40M		

Lovelace Transfer Station

The Lovelace Materials Recovery Facility and Transfer Station is owned and operated by San Joaquin County. The facility was purchased on July 1, 1977 and remodeled during 1994 and 1995. Lovelace encompasses 15 acres. This site receives an average of 325 tons of waste daily, which is transported to Foothill Sanitary Landfill, on County-owned transfer trucks using Airport Way and French Camp Road carrying loads of up to 22 tons per truck. During the year 2014, Lovelace received 117,454 tons of waste. Other county facilities include the North County Recycling Center and Sanitary Landfill, Foothill Sanitary Landfill and the San Joaquin County Household Hazardous Waste Consolidation Facility. The transfer station is being used by citizens of Manteca, Lathrop, Stockton, Escalon, Ripon, Colledgeville, Tracy, etc. and residences in the county. Approximately 50% of the material received at the facility is sorted into 8 to 10 categories and recycled. The recycled material is sent to different facilities. The balance of the material is then delivered to county landfills. Currently the City of Manteca sends all their garbage to this facility. The facility is a little dated and in need of repairs. The

transfer station has had some financial challenges in the past, but with the development that has been taking place in the area they are currently operating at a profit.

The transfer station must be addressed in the General Plan Update. The emphasis should be placed on determining if this facility that serves the entire county should remain in the current location and be updated, which would mean it will eventually be right in the middle of a low density residential neighborhood surrounded by families and kids, or should it be moved to some other location within the county. It is not what would be considered a “state of the art” facility. An excellent example of an integrated facility that is designed to serve an extended area is the facility operated by the Monterey Regional Waste Management District (MRWMD). It uses numerous new technologies, systems, and strategies to maximize efficiency and effective disposal and resource recovery. Their goal is to “Turning Waste into Resources in the Most Cost Effective and Environmentally Sound Manner to Benefit the Community.” Since 1951 MRWMD has led the way in effective solid waste management and resource recovery. It has been recognized as one of the “Best Solid Waste Systems in North America”. In addition to the Monterey Peninsula Landfill, the District operates a variety of waste diversion and recycling facilities at one integrated location.

The District’s primary purpose is to manage solid waste from the Monterey Peninsula region. The District’s role includes the recovery of recyclable materials including cardboard, glass, wood, yard waste, plastics, metal, sheetrock, concrete, asphalt, reusable building materials, and resale items. The District also operates a food scrap compost program using anaerobic digestion and a traditional yard trimmings compost program. This is accomplished at an integrated facility. The District is energy independent and sells surplus electricity produced from landfill gas back to the grid. More than 4,000 kW of continuous power is currently being generated. The District covers a total of 853 square miles. The population currently served is about 150,000. MRWMD Service Area includes the following jurisdictions:

Moss Landing, Castroville, Marina, Seaside, Del Rey Oaks, Sand City, Monterey, Monterey-Salinas Highway area, Pacific Grove, Pebble Beach, Carmel, Unincorporated Carmel, Carmel Valley, Carmel Highlands, and Big Sur.

As part of the General Plan Update, Manteca should initiate discussions with our neighboring cities, the county personnel, and elected officials to strive to obtain a state of the art facility for our county. A critical part of the discussion should be the appropriate location for such a facility. This decision will have a significant impact on the ultimate design of Lovelace Road,

Draft E

the possible extension of Lovelace Road to a new Highway 99 interchange, the future design of residential and/ or commercial/industrial in the surrounding area.

Appendix A

Roth Road

Roth Road

An important improvement of our Circulation Element

- Links Centerpoint to I-5
- Primary access to Union Pacific Railroad Transfer Station
- Serves Residents of Manteca
- Serves Residents and Businesses of Lathrop
- Serves Residents of the County/French Camp
- Minimizes truck traffic on other roads (Lathrop, Louise, French Camp)
- Helps support job generation
- Etc.

COG Roth Road Grade Separation

Draft

- **Stakeholders**
Lathrop, Manteca, Stockton, San Joaquin County, Union Pacific Railroad, & San Joaquin Council of Governments (SJCOG)
- **Scheduled**
Previously planned to open to traffic in 2018 in adopted SJCOG 2014 Regional Transportation Plan
Opening date will be moved back because project has not completed environmental and design work.
- **Potential Funding Mechanisms**
Developer Fees
Regional Transportation Impact Fee (RTIF)
State Regional Transportation Improvement Program (RTIP)
Federal TIGER or FASTLANE discretionary grant programs
- **Key Issues**
Because of large amount of goods movement activities in area, Roth Road could compete well for future state or federal funds
Good project to promote for San Joaquin One Voice trip to DC in 2017
Need to begin environmental and design work to be able to compete for federal funding programs (TIGER, FASTLANE)
Need Cities and County to coordinate efforts to deliver both the Grade Separation and the full widening of Roth Road from I-5 to Airport Way
Believe Union Pacific committed to 15% of cost
- No lead advocate (Champion) pursuing project

San Joaquin County Roth Road Plans Draft

- Roth Road included in list fourteen County roadways currently exceed San Joaquin County's average daily travel (ADT) thresholds operating unacceptably at LOS D or worse.
- Roth Road UPR to Airport Way exceeds threshold 2008 data (Table 8-7)
- Roth Road from I-5 Ramps to terminus; Section 8-8, are included in the National Networks for STAA trucks:

City of Lathrop Roth Road Plans Draft

Lathrop General Plan

- Roth Road listed as east-west Arterial
- Designed to significantly alter existing traffic patterns which rely heavily on Lathrop Road and Louise Avenue
- Improve Roth Road to 6 traffic lanes between I-5 and Airport Way, along with railroad separation structures.
- Improve Airport Way to 6 traffic lanes from Roth Road to SR 120.

In the process of updating General Plan

- Latest traffic projections show that Roth Road could be a 6 lane road between I-5 and Harlan Road and then reduced to 4 lanes between Harlan Road and Airport Way.
- The idea of removing the grade separations has been discussed simply due to the cost of construction. The recently constructed grade separation on Lathrop Road was approximately \$20 Million.

Draft Not Reviewed By All Team Members

Manteca Roth Road Plans Draft

The information related to major streets is presented in “Major Street Master Plan Fig 4.2 and ...Number of Lanes Fig 4.3.

- Roth Road is included as a major road that will eventually be four lanes.
- It does not appear to specify a grade separation
- It goes to the Union Pacific tracks.
- C-P-18: The City shall aggressively pursue state and federal funding to augment the PFF and implement the City’s Circulation Element.
- C-P-19: The City shall coordinate with neighboring jurisdictions, including Caltrans, San Joaquin Council of Governments (SICOG), San Joaquin County, the City of Lathrop, and the City of Ripon to pursue funding for the following regional facilities:
 - A new interchange at McKinley Avenue and SR 120; • A new interchange at Austin Road/McKinley Avenue and SR 99; • A new interchange on SR 99 between Lathrop Road and French Camp Road; • An easterly extension of the SR 120 freeway towards Oakdale; and • Regional bicycle lanes and bicycle paths.

The Circulation Element, with CenterPoint a reality, should be amended to include Roth Road for Grade Separation.



Who is going to carry the ball?

Draft E

Appendix B

Manteca Major Street Master Plan

