

Executive Summary

1. Overview

This document constitutes an Addendum to the November 2010 Mitigated Negative Declaration (MND) originally prepared for the San Joaquin County Bicycle Master Plan Update (2010 BMP Update). This Addendum is prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code Section 21000, et seq., as amended, and implementing *CEQA Guidelines*, Title 14, Chapter 3, Section 15000, et seq. of the California Code of Regulations. The Addendum assesses whether the proposed San Joaquin County Bicycle Master Plan Update (2020), herein referred to as the “Project,” would cause environmental impacts that were not identified by the previously adopted MND for the 2010 BMP Update. More specifically, this Addendum determines whether and to what extent the Final MND adopted in 2010 is sufficient to address and to mitigate Project impacts.

2. Project Title

San Joaquin County Bicycle Master Plan Update

3. Lead Agency Name and Address

San Joaquin County
Department of Public Works
1810 East Hazelton Avenue
Stockton, California 95205

4. Contact Person and Phone Number

Jeffrey Levers, T.E.
San Joaquin County, Department of Public Works
(209) 953-7631

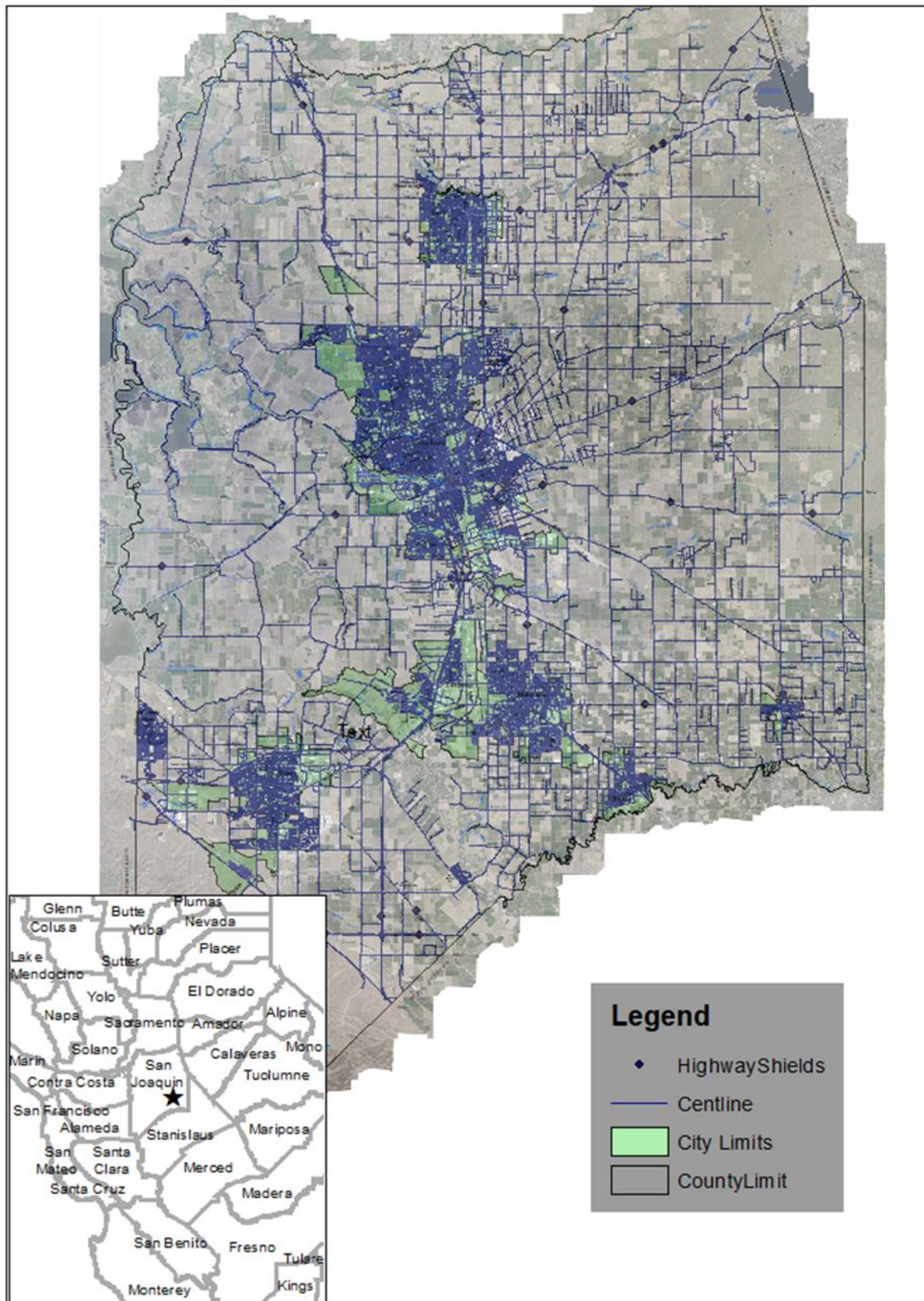
5. Project Location

The Project is in San Joaquin County, California. The County encompasses 1,391 square miles of land and 35 square miles of water; it is bordered by Sacramento County on the north, Amador and Calaveras to the east, Stanislaus to the south, and Contra Costa and Alameda to the west. Interstate Highways 5 and 205, and State Routes 4, 12, 26, 88, 99 and 120 provide regional access. Figure 1 shows the regional location of the Project area.

6. Statutory Authority

CEQA recognizes that between the date an environmental document for a project is completed and the date that project is implemented fully, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is set may change; and/or 3) previously

Figure 1



unknown information can arise. Before proceeding with a project, CEQA requires the lead agency to evaluate these changes to determine whether they affect the conclusions in the prior environmental document.

When an MND has been adopted and a project is modified or otherwise changed afterwards, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in 15162, 15163, and 15164 of the CEQA Guidelines. Pursuant to Section 15164(a) of the CEQA Guidelines, an Addendum to an MND may be prepared by the lead agency that adopted the original MND if some changes or additions to the project have become necessary, but none of the conditions have occurred that require preparation of a Subsequent MND as described in Section 15162(a) of the CEQA Guidelines. An addendum must include a brief explanation of the agency's decision not to prepare a Subsequent MND and must be supported by substantial evidence in the record as a whole (Section 15164[e]). The addendum to the MND need not be circulated for public review, but it may be included in or attached to the Final MND (Section 15164[c]). The decision-making body must consider the addendum and the MND prior to acting on the project (Section 15164[d]).

7. Background

In February 2011, San Joaquin County approved and adopted by Board Order the MND for the 2010 BMP Update. The 2010 BMP Update was a complete revision to the original 2004 Bicycle Plan and addressed existing conditions, goals, policy recommendations, and proposed implementation. No significant impacts were identified in the Initial Study (IS) that could not be reduced to less-than-significant levels. The adopted MND provided a programmatic analysis of the potential impacts of the buildout of the proposed bikeway network. Information and technical analyses from the IS/MND are referenced throughout this Addendum. The entire IS/MND is available for review online at <https://www.sigov.org/departments/pwk/>.

8. Project Description

The San Joaquin County Bicycle Master Plan Update is intended to provide a bicycle network that is well connected, safe, and enjoyable for County residents and visitors. The Project would update the vision, goals, and policies of the 2010 BMP Update; document existing conditions and current best practices; plan a network of high-quality bikeways serving "all ages and abilities;" establish methodology prioritizing the implementation of new bikeways; make recommendations for decreasing automobile/bicycle conflicts; and improve the quality of bikeways. Through implementation of the Project and future updates, all County residents should have easy bicycle access to their community and the services and amenities that it offers.

The San Joaquin County Bicycle Master Plan Update (2020) includes the following key elements:

- A comprehensive update to the Plan's vision, goals, and policies
- Robust community engagement
- Documentation on existing conditions and current best practices
- Planning for a network of high-quality bikeways to serve "all ages and abilities"

- Recommendations for increasing overall safety for bicyclists and improving the quality of bikeways

The San Joaquin County Bicycle Master Plan Update (2020) adds the following components to the 2010 Plan:

- Recommendations to streamline the Project implementation and maintenance process
- Introduction of Levels of Traffic Stress as a key evaluation criterion to conform with current best practices
- The development of a concise plan with a prioritization of proposed bikeways into high, medium, and low priority categories

The 2010 Plan sets forth the County's intent to construct various types of bikeways, including Class I bike paths, Class II bike lanes or buffered bike lanes, Class III bike routes, and Class IV separated bike lanes. These bikeway types are defined by the California Department of Transportation (Caltrans) as follows:

- **Bicycle Paths (Class I)** are two-way paths for the exclusive use of bicycles and pedestrians. Class 1 bike paths are set away from the roadway with minimal cross flows by vehicle traffic.
- **Bicycle Lanes (Class II)** are established along streets by pavement striping and signage, which delineate a portion of the roadway as a one-way bike lane.
- **Bicycle Routes (Class III)** designate a preferred route for bicycles to travel on local streets. Route signage and optional shared roadway markings (sharrows) are installed to delineate the bike route.
- **Separated Bikeways/Cycle Tracks (Class IV)** are one- or two-way protected bike lanes for exclusive use by bicycles, which are physically separated from motor traffic with a vertical feature. This separation is achieved by installing flexible posts, inflexible barriers, on-street parking, or grade separation (Caltrans 2017).

The Project also includes revisions to Class II bicycle lanes and Class III bicycle routes defined as follows:

- **Buffered Bike Lanes (Class IIB)** are visually separated from traffic and/or parking, but lack any physical separation. This separation typically consists of providing additional space between vehicle lanes and bicycle lanes by using diagonal or chevron pavement striping between the travel lanes.
- **Bicycle Boulevards (Class IIIB)** prioritize through trips for bicyclists by assigning right-of-way (ROW) to travel on the route, generally focusing on streets where traffic volumes are low. Traffic calming measures are often installed to discourage drivers from using Class IIIB boulevards.

Table 1 provides a list of Class IIB buffered bike lanes included in the San Joaquin County Bicycle Master Plan Update (2020). Table 2 provides a list of Class IIIB bicycle boulevards included in the San Joaquin County Bicycle Master Plan Update (2020).

Table 1 Class IIB Buffered Bike Lanes

Project (Road Name)	From	To	Length (miles)
Alpine Avenue	Plymouth Road	Mission Road	0.66
Country Club Boulevard	Pershing Avenue	Rainier Avenue	0.78
E Eight Mile Road	I-5	Alpine Rd	8.82
Howard Road	Mathews Rd	Tracy Boulevard	10.03
Kettleman Lane/SR 12	Davis Road	Lodi City Limits	1.26
E Main Street	SR 99	Bird Avenue	1.35
E Victor Road	N Guild Avenue	Kroll Road	3.28
West Lane	Eight Mile Road	1000 ft South of Harney Lane	3.19

Source: *San Joaquin Bicycle Master Plan Update (2020)*

Table 2 Class IIIB Bicycle Boulevards

Project (Road Name)	From	To	Length (miles)
Academy Street	Lilac Street	Lower Sacramento Road	0.15
Alexandria Place	Benjamin Holt Drive	Swain Road	0.40
Balboa Avenue	Alexandria Place	Mosher Slough	0.47
Cortez Avenue	Balboa Avenue	Thornton Road	0.25
Douglas Road	N Pershing Avenue	Pacific Avenue	0.52
Elm Street	Seventh Street	2nd Street	0.26
E Front Street	Duncan Road	N Lone Street	0.49
Gettysburg Place	Lincoln Road	Douglas Road	0.46
E Harding Way	Stanford Avenue	N Airport Way	0.13
N Jack Tone Road	E Jack Tone Road	N Tully Road	0.64
Kirk Avenue	Del Rio Drive	Michigan Avenue	0.60
Lilac Street	Mokelumne Street	Academy Street	0.32
Mission Road	River Drive	S Tuxedo Avenue	0.98
N Sacramento Road	New Hope Road	Thornton Road	0.41
SR 88	Locke Road	Cherry Street	0.67
N Tully Road	E Juniper Avenue	Main Street (SR 88)	0.80

Source: *San Joaquin Bicycle Master Plan Update (2020)*

The Addendum to the 2010 BMP Update IS/MND addresses the potential impacts of the Project, including the proposed bikeway network and proposed upgrades to existing bikeways. Class III bicycle route upgrades are composed of signage and striping on existing roadways, and do not require significant roadway modifications. In and of themselves, Class III projects would be categorically exempt from CEQA per Sections 15301(c) and 15304(h), but these projects are included in this Addendum to avoid “piecemealing” under CEQA and to analyze cumulative impacts. Class I bicycle path projects are

conceptual until the design phase is complete; therefore, the Addendum IS contains a program-level analysis of proposed Class I bicycle paths, consistent with the 2010 IS. For the purposes of the Addendum, only Class II and Class IV bicycle projects are analyzed in detail. Appendix A lists all bicycle improvement projects in the County that the Addendum IS analyzes.

Table 3 provides a list of Class I bikeways included in the San Joaquin County Bicycle Master Plan Update (2020) that will require either separate environmental review or that have already undergone environmental review.

Table 3 Class I Bikeways

Project (Road Name)	From	To	Length (miles)
Bear Creek	Lower Sacramento Road	Eight Mile Road	3.65
Central California Traction Railroad	Track line begins on Ketcham Lane	E to N Confer Road, SW to Alpine Road , W along Arata Road to Diverting Canal/ Cardinal Avenue	9.50
Corral Hollow Road	Proposed Canal Trail	Ellis Town Drive	0.77
Corral Hollow Road	Linne Road	Delta Mendota Canal	1.10
Corral Hollow Road	Parkside Drive	Midway Drive	0.25
East Front Street	Duncan Road	North Ione Street	0.50
Hogan Road Extension	Lower Sacramento Road	SR 99	2.72
Raymus Parkway	Union Road	SR 99	4.98
Roth Road Extension	South Airport Way	SR 99	2.02
Santos Avenue	North Ripon Road	Murphy Road	1.01
Stockton Diverting Canal	Cherokee Road	Main Street	3.55
Tidewater Bikeway	Brunswick Road	French Camp Road	1.87
West Side Irrigation Canal Bicycle Path	Mountain House Parkway, 700 ft North of Von Sosten Road	Lammers Road at West Schulte Road	2.61
Woodbridge Irrigation Canal	Elm Street	Woodbridge Road	2.06

Source: *San Joaquin Bicycle Master Plan Update (2020)*

Table 4 provides a summary of the total length of proposed and existing bicycle facilities within the County based on facility classification. Full buildout of the Project would add approximately 542 miles of bikeways, resulting in a total bicycle network of approximately 576 miles.

Table 4 Summary of Existing and Proposed Bikeway Network

Bikeway Type	Existing Facilities (miles)	Proposed Facilities (miles)	Total Facilities with Project (miles)
Class I Shared-Use Path	8.1 ¹	38.6	46.7
Class II Bicycle Lane	4.2	195.7	199.9
Class IIB Buffered Bike Lane	0	18.2	18.2
Class III Bicycle Route	21.2	289.3	310.5
Class IIIB Bicycle Boulevard	0	7.6	7.6
Class IV Separated Bikeway	0	3.5	3.5
Total	33.5	552.9	586.4
<small>1 While included in the mileage counts because they are within the unincorporated County, the 8.1 miles of Class I Shared Use Path (such as the California Aqueduct Trail) are outside the County's right-of-way and therefore not under County jurisdiction.</small>			

Source: *San Joaquin Bicycle Master Plan Update (2020)*

Construction

Construction activities would vary in intensity depending on the type of bikeway to be created.

- Class I bicycle paths would entail site preparation, paving, and striping of an approximately 10 to 12- foot-wide path in County ROW, in or between parks, or along waterfronts.
- Class II and IIB facilities would entail striping of bicycle lanes on existing streets, with specific signage and stencils designating the lane for use by bicyclists. Most of the proposed bikeways would be on-street bikeways and would be constructed within the curb-to-curb width of existing streets.
- Class III and IIIB bicycle routes would include painting bicycle route signage onto existing roadways and installing signage along the route on existing or new poles in the County's ROW.
- Class IV separated bikeways, like Class II, would involve restriping existing streets to accommodate the separated bikeway and adjusted location of vehicle travel lanes and/or vehicle parking. Class IV bikeways would also require the installation of vertical barriers between the bikeway and vehicle lanes, such as flexible posts or inflexible barriers, subject to final design of each proposed Class IV bikeway.
- Classes II, IIB, III, and IV bikeways would require temporary lane closures during construction for work in the roadway.
- Classes II, IIB, and IV bikeways may also require lane reconfiguration of certain roadway segments. These reconfigurations may reduce the number of vehicle travel lanes on a roadway segment to accommodate the required spacing for the proposed bicycle lanes within the roadway, typically from four total lanes (two lanes in each direction) to two total lanes (one lane in each direction).

9. Other Public Agencies Whose Approval is Required (e.g., Permits, Financing Approval, or Participation Agreement)

San Joaquin County is the lead agency with responsibility for approving the Project. Approval from other public agencies is not required.

The Project would require the following discretionary approvals from San Joaquin County pending final design of each proposed bikeway:

- Design and Site Development review
- Tree Removal Permit for removal of protected trees
- National Pollution Discharge Elimination System Permit for new construction projects that encompass more than one acre of ROW

There may be other permits required based on the analysis contained in this document. In addition to the discretionary approvals and permits listed above, the Project would also require ministerial encroachment permits for work in the County's ROW.

10. Environmental Checklist Analysis within the Addendum EIR

For a proposed modified project, State CEQA Guidelines (Sections 15162 and 15164) provide that an Addendum to an adopted MND may be prepared if only minor technical changes or additions are necessary or none of the following conditions calling for the preparation of a subsequent MND have occurred:

- Substantial changes in the project which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes with respect to the circumstances under which the project is undertaken which require major revisions to the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of MND adoption, shows any of the following:
 1. The project will have one or more significant effects not discussed in the MND,
 2. The project will result in impacts substantially more severe than those disclosed in the MND,
 3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative, or
 4. Mitigation measures or alternatives that are considerably different from those analyzed in the MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

As stated in "Overview" above, the purpose of this Addendum is to evaluate the proposed 2020 updates to the 2010 San Joaquin County Bicycle Master Plan, and to determine whether they would cause potentially significant environmental impacts that were not previously considered by the 2010 IS/MND,

and whether existing mitigation measures are still adequate to reduce significant impacts to less than significant levels. Based on the analysis below, an Addendum to the 2010 MND is the appropriate CEQA document for the Project.

Documents Incorporated by Reference

San Joaquin County Bicycle Master Plan Update (October 2020), available at https://bikesjc.org/wp-content/uploads/2020/10/SJC_BMP-Update_Public-Review-Draft.pdf (accessed November 12, 2020).

San Joaquin County Bicycle Master Plan Update (2010), Appendix D, Environmental Documentation: Initial Study/Mitigated Negative Declaration (available at San Joaquin County Department of Public Works, Transportation Division).

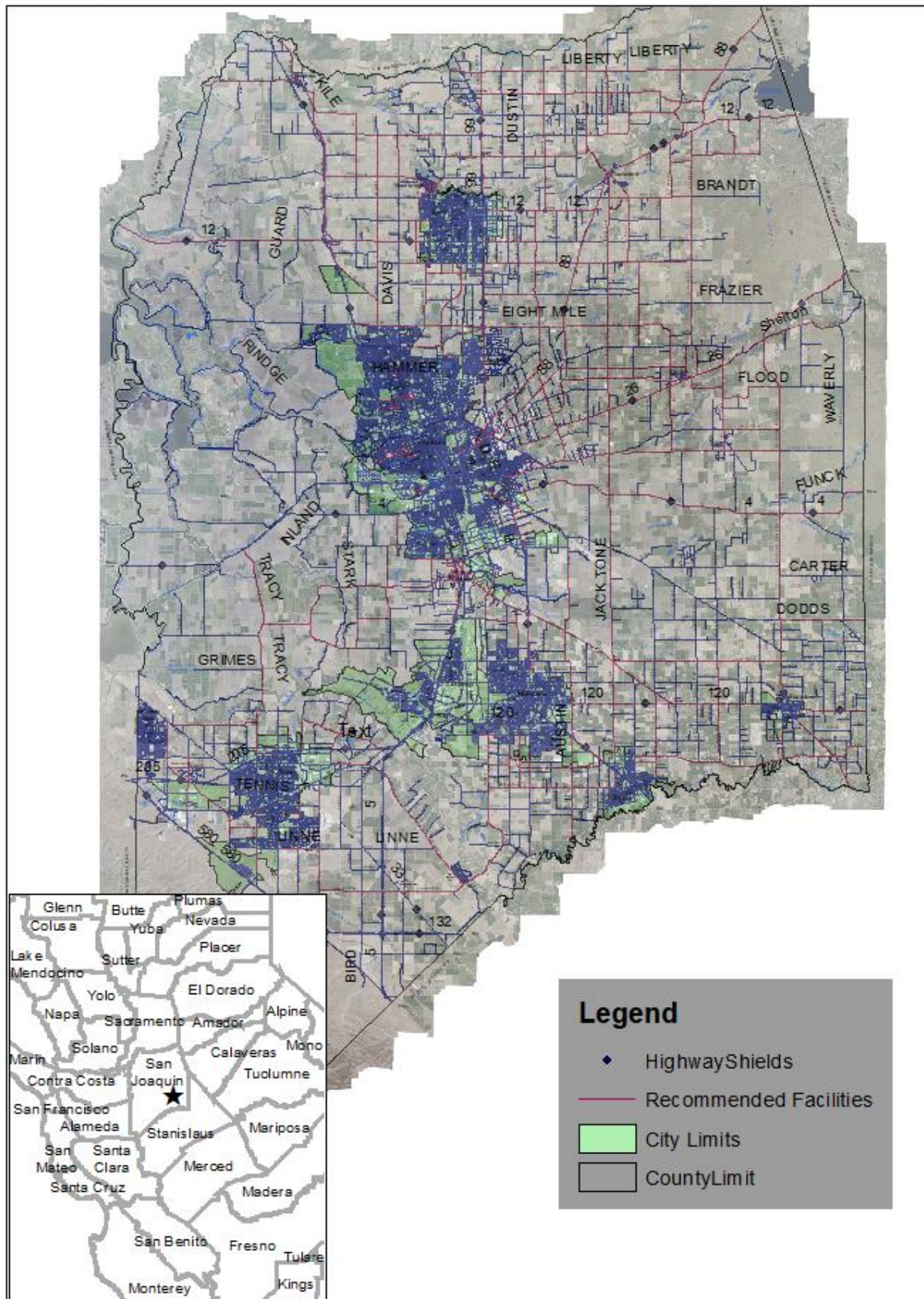
Evaluation of Environmental Impacts

The following impact evaluation generally follows the CEQA Guidelines Appendix G as set forth in the 2010 BMP IS/MND, and condenses the discussion into paragraphs rather than strictly following the checklist format. All mitigation measures from the 2010 BMP IS/MND are hereby incorporated by reference.

Aesthetics

The proposed Project, compared to the 2010 BMP Update, now includes roughly 300 more miles of bike facilities, but does not propose substantial changes to their construction methods (most of the new miles would be added to the Class III bicycle routes on existing roads). The recommended amount of Class I Shared-Use Paths increased by approximately 34 miles. An overview of all proposed facilities is shown on Figure 2, and a detailed list can be found in Appendix A. Impacts to aesthetics were analyzed on page 15 of the 2010 BMP Update IS. The 2010 BMP Update IS found that BMP implementation could cause potentially significant impacts on the project sites' existing visual character, and could generate new sources of substantial light and/or glare. Other impacts were determined to be less than significant.

The existing design character of the unincorporated urbanized areas comprises predominantly freestanding homes, commercial, institutional, and industrial structures with varied exteriors and roof forms, and has not changed substantially since 2010. As stated in the 2010 IS, BMP projects would be placed at grade and well below the elevation of surrounding structures, and would not interfere with scenic vistas or other scenic resources. Adopted mitigation measures address potential visual character and light and glare impacts: Mitigation Measure AE-1 requires that bikeways retain major natural topographic features to minimize cut and fill, and that each new project is constructed to contemporary engineering standards; Mitigation Measure AE-2 requires that the Public Works Department implement lighting where required for safety and security purposes. It also requires that Public Works reviews lighting plans for individual projects to ensure that such fixtures are compatible with the surrounding environment and do not pose a nuisance to any adjacent residences. All light fixtures would be required to be downcast with glare shields in order to be compatible with the surrounding environment. With these measures in place, remaining impacts are anticipated to be less than significant. Additional mitigation measures are not required.



Agriculture and Forestry Resources

Impacts to agriculture and forestry resources were analyzed on page 16 of the 2010 BMP Update IS. The 2010 BMP Update IS/MND found there would be no to less-than-significant impacts to agriculture and forestry resources, and did not include mitigation measures. Approximately 86 percent of the land area of San Joaquin County is agricultural land that falls under a Williamson Act Contract. The majority of Williamson Act lands (over 87 percent) are designated as open space, suitable only for grazing and dry farming. Development of bikeways and other programs under the Project would primarily occur along existing roadways. The Project envisions rural road projects, including signage and shoulder widening; Class I bike path implementation may require right-of-way acquisition, but would not likely require acquiring active farmland. Class I facilities identified in the San Joaquin County Bicycle Master Plan Update (2020) that are located in rural areas were primarily selected due to the proximity of waterways and irrigation facilities where existing access or levee roads could double as Class I bike paths. The recommended bikeways and associated design guidelines were developed with consideration for agricultural use of the roadway shoulder. The Project would not convert farmland or change agriculture resources to a non-agricultural use, alter the land use of the project area, or cause land to be rezoned or otherwise converted. No impacts would occur.

Air Quality

Impacts to air quality were analyzed on page 17 of the 2010 BMP Update IS and were determined to be less than significant with one mitigation measure to address construction dust emissions. San Joaquin County is in the San Joaquin Valley Air Basin, and is subject to the Air Quality Management Plans (AQMP) of the San Joaquin Valley Air Pollution Control District (SJVAPCD). By improving bicycle facilities in the County, the Project intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects would be consistent with the AQMP's goal of reducing motor vehicle traffic and associated air emissions, and would be considered to have a beneficial air quality impact. However, various construction emissions, including fugitive dust, could adversely affect air quality temporarily. Mitigation Measure AQ-1 requires that contractors comply with SJVAPCD Rule 8031 to minimize dust emissions (*note that regulatory requirements that have been adopted to mitigate environmental impacts are not "additional" mitigation – however, because this measure was included in the 2010 BMP Update IS, it is referenced here*). With this mitigation measure in place, remaining impacts are anticipated to be less than significant. No additional mitigation measures are required.

Biological Resources

Impacts to biological resources were analyzed on page 17 of the 2010 BMP Update IS, and were determined to be less than significant. The Project does not propose changes to the planned Class II, III, and IV bikeways, which would be constructed on existing roadways, and would not modify habitat for special-status species, impact sensitive natural communities, impact wetland habitats, disrupt wildlife movement corridors, impact County trees, or impact rivers or streams. No impacts beyond those previously analyzed would occur, and no additional mitigation measures are required.

Cultural Resources

Impacts to cultural resources were analyzed on page 19 of the 2010 BMP Update Initial Study and determined to be less than significant. Class II, III, and IV bikeways included as part of the Project would

not impact historic, archaeological, or paleontological resources, or human remains, as the proposed bikeways would occur on existing roadways and no physical changes to the roadway would occur.

Class I bikeways have the potential to impact known historic resources since they would occur off paved ROW. However, the Class I bikeways proposed in the current Project, as were the Class 1 bikeways in the 2010 BMP Update, would be designed to bypass existing structures, including historic resources, and would not directly affect them. Historic resources would not be modified as part of the Project.

Class I bikeway projects that would require ground disturbance for grading, underground drainage, or wiring could adversely affect previously-undiscovered archaeological resources, paleontological resources, and/or human remains. The 2010 BMP Update IS describes the process for managing such resources if discovered:

1. If any subsurface resources are discovered, all work will stop until a qualified archaeologist has evaluated the finding.
2. In accordance with the California Health and Safety Code, if human remains are uncovered, all work within a given project area will stop and the San Joaquin County Coroner and a professional archaeologist will be contacted to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving a notice of discovery on private or state lands (Health and Safety Code Section 7050.5[b]).
3. If the coroner determines that the remains are those of a Native American, he or she will contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050.5[c]). Following the coroner's findings, the archaeologist and the NAHC designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains, and take appropriate steps to ensure that additional human interments are not disturbed.

The Project would not change how cultural resources are treated under State law, which fully mitigates impacts to accidental discoveries of such resources or human remains. Accordingly, the Project would not generate new or substantially more severe impacts to cultural resources.

Geology and Soils

Impacts associated with geology and soils were analyzed on pages 20 and 21 of the 2010 BMP Update Initial Study, and were determined to be less than significant. Like the 2010 BMP, the Project would not involve physical changes that would increase the number of people exposed to geological and soils hazards. The Project would not result in erosion, loss of topsoil, or expansive soils; expose additional people or structures to the risk of unstable soils; or result in an adverse impact related to soils incapable of supporting septic tanks or alternative wastewater systems. Provided that all proposed bikeway improvements conform to General Plan policies and local engineering and seismic standards, the Project would not increase users' exposure to geologic hazards, including ground shaking. The proposed Project would not involve the use of any septic systems. For these reasons, the Project would have a less-than-significant impact and no impacts beyond those identified in the 2010 Update IS would occur.

Greenhouse Gas Emissions

Impacts associated with Greenhouse Gas Emissions (GHGs) were analyzed on page 22 of the 2010 BMP Update Initial Study and were determined to be less than significant. Like the 2010 BMP, the Project

would improve bicycle connections throughout San Joaquin County so that bicycle use for commuting, running errands and recreating is a viable alternative to automobile use. Moreover, by programming additional bicycle facilities throughout urbanized areas of San Joaquin County, the Project in part implements San Joaquin County 2035 General Plan Policies TM 1.3 and TM 1.7, which support expanding the County's multi-modal transportation network and energy conservation:

- Policy TM 1.3. The County shall encourage, where appropriate, development of an integrated, multi-modal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas emissions. (RDR/PSP)
- Policy TM 1.7. The County shall develop the transportation system to reduce vehicle miles traveled, conserve energy resources, minimize air pollution, and reduce greenhouse gas emissions. (RDR/PSP)

Consequently, the Project has the potential to reduce greenhouse gas emissions and therefore would not conflict with applicable plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions. For these reasons, the Project would have a less than significant impact and no impacts beyond those identified in previous environmental document would occur.

Hazards and Hazardous Materials

Impacts associated with hazards and hazardous materials were analyzed on pages 22 and 23 of the 2010 BMP Update IS and were determined to be less than significant. As explained below, existing regulatory controls would apply regarding the use of potentially hazardous construction materials. Like the 2010 BMP, the Project would not result in physical changes to roadways that would alter hazardous material transport routes, increase exposure to hazardous materials, or store or use hazardous materials. Limited quantities of miscellaneous hazardous substances (vehicle fuels, asphalt, coatings, solvents, etc.) would be brought onto project sites during construction. These substances would have to be handled in accord with OSHA standards.

None of the areas proposed for improvements under the Project are known to be designated hazardous materials sites. In the event that hazardous materials (aerially-deposited lead dust, accumulations of asbestos from brake linings, etc.) are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. Consequently, there is no substantial risk of exposure to hazardous substances that would result from implementation of the Project. The Project would not generate new or substantially more severe impacts from hazards and hazardous materials, and no additional mitigation beyond existing regulatory requirements is required.

Hydrology and Water Quality

Impacts to hydrology and water quality were analyzed on pages 24 and 25 of the 2010 BMP Update IS, and were determined to be less than significant. Like the 2010 BMP, the Project consists of adding bikeways to existing roadways, with only minor ground disturbances and limited paving necessary for Class I bikeway facilities. Project construction and operation would not use surface or groundwater supplies or generate wastewater. Therefore, the Project would not deplete groundwater supplies substantially or result in the violation of water quality standards.

As was concluded for the 2010 BMP, the Project would not degrade water quality by introducing new pollutants, discharging pollutants, modifying the natural flow of existing waters, depositing material into rivers or streams. Nor would the Project expose people or structures to flood or dam failure hazards more than those that exist now. The Project area does not encompass areas that could be affected by seiche, tsunami or mudflow. Accordingly, impacts related to hydrological resources and water quality would remain less than significant. No mitigation is required.

Land Use and Planning

Impacts associated with land use and planning were analyzed on page 26 of the 2010 BMP Update IS and were determined to be less than significant. Like the 2010 BMP, the Project would not require rezoning and would not change the land use designation of any areas in the County, nor would the addition of bikeways alter the land use or zoning of surrounding parcels. The Project would improve the bikeway network throughout the county and increase the connectivity between neighborhoods and would not physically divide an established community. The Project would be consistent with applicable land use plans, policies, and regulations, and would help implement the adopted County and regional goals that promote multimodal transportation, precisely because it is a plan for alternative transportation routes and supporting facilities. The 2010 BMP IS noted that minor conflicts with other agencies' infrastructure plans could occur during BMP implementation, but that such conflicts would likely be resolved without impacts; this conclusion applies to the Project as well. Accordingly, impacts related to land use and planning would remain less than significant. No mitigation is required. .

Mineral Resources

Impacts to mineral resources were analyzed on page 27 of the 2010 BMP Update Initial Study and were determined to be less than significant. Mineral resources in San Joaquin County consist of sand and gravel aggregate, with limited mining of peat, gold, and silver. Important gold deposits are believed to be fully extracted, and today gold is only found as a secondary product of sand and gravel processing. The extent of silver reserves in the County is unknown.

Most Project facilities would be located along existing roadways and would not encroach upon existing aggregate mines or known areas of mineral resources. Project implementation is thus not expected to affect the County's mineral resources. Impacts would remain less than significant.

Noise

Impacts from noise (i.e. unwanted, excessive sound levels greater than ambient sound) were analyzed on pages 28 and 29 of the 2010 BMP Update Initial Study, and were determined to be less than significant or nonexistent. Sound levels generated from bicycle use are typically lower than those generated by automobile use in the area. Sounds from day-to-day activities for the proposed Project would typically be limited to people talking, bicycle braking noises, and bicycle warning bells, and would not be expected to be objectionable to surrounding residents assuming that the facilities are adequately sited, designed, and buffered. Most BMP projects are anticipated to generate normally-acceptable sound levels for outdoor recreation. Therefore, as was determined in the 2010 BMP IS, the Project is not anticipated to expose people to unacceptable noise levels. Impacts would remain less than significant, and no mitigation is required.

Population and Housing

Impacts related to population and housing were analyzed on page 30 of the 2010 BMP Update Initial Study, and were determined to be to less than significant to non-existent. The Project would not introduce new population growth to the County, displace housing, or require the construction of new housing. Impacts would remain less than significant, and no mitigation is required.

Public Services

Impacts to public services were analyzed on page 34 of the 2010 BMP Update Initial Study, and were determined to be to less than significant to non-existent. As stated previously, the Project would not induce population growth in the area. Therefore, added bikeways would not result in the need for new or expanded fire protection, police protection, school, or other public facilities. Impacts would remain less than significant, and no mitigation is required.

Recreation

Impacts to recreation facilities were analyzed on page 35 of the 2010 BMP Update Initial Study, and were determined to be to less than significant. The 2010 BMP IS reasoned that BMP implementation, including adding bike paths to the existing bicycle transportation network, might incrementally increase access to local parks and recreational facilities. However, this increased access was not anticipated to accelerate park and recreational facility deterioration. . Impacts of the Project would not require new or altered recreational facilities, but would expand and improve recreational opportunities by providing additional facilities for cycling, walking, and jogging. Impacts would remain less than significant, and no mitigation is required.

Transportation/Traffic

Impacts to transportation and traffic were analyzed on pages 36-37 of the 2010 BMP Update IS/MND, and were determined to be to less than significant to non-existent, in part because the Project would improve bicycle connections throughout San Joaquin County so that bicycle use for commuting becomes a viable alternative to automobile use. All facilities will be designed to maximize safety by adhering to established design and engineering standards. It is not anticipated that the Project would create any potentially significant safety hazards, because safety measures related to location-specific physical and traffic conditions are key components of final project design. Like the 2010 BMP, the Project may reduce automobile trips and is not anticipated to conflict with plans for measuring circulation system performance or applicable congestion management program. The proposed bikeway projects would not be anticipated to generate a substantial amount of new motor vehicle traffic. Implementation of the Plan would provide for a number of bicycle facilities and programs intended to promote alternative transportation for commuting, recreation, and utilitarian trips, and is consistent with the County's adopted plans and policies. Impacts would remain less than significant, and no mitigation is required.

Utilities and Service Systems

Impacts to utilities and service systems were analyzed on page 38 of the 2010 BMP Update IS/MND and were determined to be to less than significant to non-existent. Like the 2010 BMP, the proposed Project would not result in any substantial increase in sewage generation, and no additional sewage connections would be necessary. The Project would be designed to be integrated into the existing stormwater system, although the runoff is expected to be minimal, given the small surface area of new paved bike paths and bikeways. Likewise, minimal additional water demand during construction

activities and no additional water treatment or distribution facilities would be required. The Project will not result in the generation of solid waste that would overburden the capacity of the existing or planned solid waste disposal service for the Project area. Impacts would remain less than significant or non-existent, and no mitigation is required.

[Tribal Cultural Resources](#)

The 2010 BMP Update IS/MND does not include a specific discussion of impacts to tribal cultural resources because the requirement to do so was not in effect until 2015. CEQA Section 21080.3.1, codifying Assembly Bill 52 (Gatto, 2014), requires that the County send notification letters to those Native American stakeholders who have requested to be notified. To date, no stakeholders have requested notification or formal consultation about the County's bicycle planning process. Most new bicycle lanes and routes would be located on existing pavement. Any excavation and grading for proposed Class 1 bike paths is not expected to uncover tribal cultural resources because most excavation would be limited to shallow re-grading of soil surfaces. Accordingly, the Project is not anticipated to cause significant impacts to tribal cultural resources. Moreover, as discussed in Cultural Resources above, California State law codifies the proper treatment of such resources, particularly human remains. Impacts to tribal resources are anticipated to be less than significant.

[Mandatory Findings of Significance](#)

Given the discussions above, Project impacts would not be anticipated to exceed those previously disclosed in the 2010 BMP IS. Compliance with applicable federal and state laws and regulations, General Plan policies, County design guidelines, and 2010 MND Mitigation Measures AE-1, AE-2, and AQ-1 would ensure Project impacts do not exceed significance thresholds. With these measures in place, the Project would not cause new or substantially more severe impacts, potentially significant off-site impacts, cumulative impacts, or significant effects not previously identified discussed in the 2010 BMP IS (such as impacts to Tribal resources).

Appendix A: Proposed Bikeways

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Academy Street	Lilac Street	Lower Sacramento Road	Class IIIB Bicycle Boulevard	0.15
Acampo Road	Lower Sacramento Road	Elliott Road	Class III Bicycle Route	6.99
Acampo Road	Clements Road	Cord Road	Class III Bicycle Route	3.24
Airport Way	Woodward Avenue	Nile Avenue	Class II Bicycle Lane	1.42
Airport Way	Performance Drive	Roth Road	Class III Bicycle Route	2.66
Airport Way	Nile Avenue	Kasson Road	Class III Bicycle Route	6.78
Alexandria Place	Benjamin Holdt Drive	Swain Road	Class IIIB Bicycle Boulevard	0.40
Alpine Avenue	Plymouth Road	Mission Road	Class IIB Buffered Bicycle Lane	0.66
Alpine Road	SR 12	Copperopolis Road	Class III Bicycle Route	12.08
Archerdale Road	Ketcham Lane	Front Street	Class III Bicycle Route	0.13
Atkins Road	Hwy 88	Brandt Road	Class III Bicycle Route	2.66
Austin Road	Moffat Boulevard	Austin Road	Class III Bicycle Route	4.70
Austin Road	Arch Road	French Camp Road	Class III Bicycle Route	4.15
Baker Road	Waterloo Road (SR 88)	Cox Road	Class III Bicycle Route	6.08
Balboa Avenue	Alexandria Place	Mosher Slough	Class IIIB Bicycle Boulevard	0.47
Bear Creek	Lower Sacramento Road	Eight Mile Road	Class I Shared-Use Path	3.65
W Benjamin Holt Drive	Plymouth Road	Pacific Avenue	Corridor Study	1.66
Bethany Road	Naglee Road	Corral Hollow Road	Class III Bicycle Route	0.55
Bethany Road	Byron Road	Naglee Road	Class III Bicycle Route	3.43
Brandt Road	Jack Tone Road	Clements Road	Class III Bicycle Route	3.97

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Bruella Road	E Victor Road	Victor Elementary School	Class II Bicycle Lane	0.39
Bruella Road	Victor Elementary School	Liberty Road	Class III Bicycle Route	6.26
W Canal Road	Berry Avenue	Mac Arthur Drive	Class III Bicycle Route	4.21
Carlin Road	Roberts Road	Crocker Road	Class III Bicycle Route	1.58
Central California Traction Railroad	Track line begins on Ketcham Lane	E to N Confer Road, SW to Alpine Road , W along Arata Road to Diverting Canal/Cardinal Avenue	Class I Shared-Use Path	9.50
Cherokee Road	Sanguinetti Lane	Alpine Road	Class II Bicycle Lane	4.76
Cherokee Lane	Liberty Road	SR 99 Jahant Road Exit	Class III Bicycle Route	1.97
Chrisman Road	Linne Road	Durham Ferry Road	Class III Bicycle Route	2.00
S Chrisman Road	11th Street	Linne Road	Class II Bicycle Lane	3.00
Clements Road	Hwy 88	Comstock Road	Class III Bicycle Route	10.25
Collier Road E	N Linne Road	SR 88	Class III Bicycle Route	10.93
Copperopolis Road	Main Street	Escalon-Bellota Road	Class II Bicycle Lane	10.39
Cord Road	SR 12	Acampo Road	Class III Bicycle Route	1.76
Corral Hollow Road	Lammers Road	Tracy City Limits	Class III Bicycle Route	2.10
Corral Hollow Road	Canal at Ponderosa Drive	Ellis Town Drive	Class I Shared-Use Path	0.62
Corral Hollow Road	Parkside Drive	Midway Drive	Class I Shared-Use Path	0.25
Corral Hollow Road	Linne Road	Delta Mendota Canal	Class I Shared-Use Path	1.11
Cortez Avenue	Balboa Avenue	Thornton Road	Class IIIB Bicycle Boulevard	0.25
Country Club Boulevard	Pershing Avenue	Rainier Avenue	Class IIB Buffered Bicycle Lane	0.78
County Hospital	El Dorado Street	South Loop Road	Class II Bicycle Lane	0.27
Cox Road	Grace Street	Comstock Road	Class III Bicycle Route	1.49
Crocker Road	Undine Road	Carlin Road	Class III Bicycle Route	1.44

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Davis Road	SR 12	Armstrong Road	Class III Bicycle Route	2.01
Devries Road	W Woodbridge Road	Armstrong Road	Class III Bicycle Route	7.07
S Delivery Drive	South Loop Road	Mathews Road	Class II Bicycle Lane	0.19
Dodds Road	Escalon-Bellota Road	County Limits	Class III Bicycle Route	4.01
Douglas Road	N Pershing Avenue	Pacific Avenue	Class IIIB Bicycle Boulevard	0.52
Duncan Road	Eight Mile Road	SR-26	Class III Bicycle Route	6.19
Durham Ferry Road	SR 33	Chrisman Road	Class III Bicycle Route	3.86
Durham Ferry Road	Durham Ferry Road	Airport Road	Class III Bicycle Route	2.14
Durham Ferry Road	Hwy 33	New Jerusalem Elementary	Class II Bicycle Lane	1.18
Eight Mile Road	Alpine Road	Tully Road	Class II Bicycle Lane	4.71
Eight Mile Road	N Tully Road	Duncan Road	Class III Bicycle Route	1.18
E Eight Mile Road	I-5	Alpine Rd	Class IIB Buffered Bicycle Lane	8.82
El Dorado Street	Stockton City Limits	County Hospital	Class II Bicycle Lane	0.76
El Rancho Road	Grant Line Road	California Avenue	Class II Bicycle Lane	0.23
Elliott Road	County Limits	SR 12	Class III Bicycle Route	6.81
Elm Street	Seventh Street	2nd Street	Class IIIB Bicycle Boulevard	0.26
Escalon-Bellota Road	SR 26	Escalon City Limits	Class III Bicycle Route	17.04
N Fine Road	E Comstock Road	Copperopolis Road	Class III Bicycle Route	4.93
N Flood Road	SR 26	Escalon-Bellota Road	Class III Bicycle Route	5.13
County Hospital - Freedom Road	South Loop	Mathews	Class II Bicycle Lane	0.11
French Camp Road	Beginning of Street	SR 120	Class II Bicycle Lane	14.83
S Fresno Avenue	Washington Street	Scotts Avenue	Class II Bicycle Lane	0.38
E Front Street	Duncan Road	Archerdale Road	Class I Shared-Use Path	0.50
E Front Street	Duncan Road	N Ione Street	Class IIIB Bicycle Boulevard	0.49

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Front Street	Ione Street	SR 26	Class I Shared-Use Path	0.57
Gettysburg Place	Lincoln Road	Douglas Road	Class IIIB Bicycle Boulevard	0.46
Ham Lane extension	Harney Lane	Hogan Road	Class II Bicycle Lane	0.49
Hansen Road	Grant Line Road	Schulte Road	Class III Bicycle Route	2.51
E Harding Way	Stanford Avenue	N Airport Way	Class IIIB Bicycle Boulevard	0.13
Harney Lane	Lower Sacramento Road	Jefferson Middle School	Class II Bicycle Lane	0.28
Harney Lane	Davis Road	Jefferson Middle School	Class III Bicycle Route	1.08
Harney Lane	Beckman Road	Clements Road	Class III Bicycle Route	9.75
Hillside Drive	Brandt Road	N Jack Tone Road	Class III Bicycle Route	0.99
Hogan Road Extension	Lower Sacramento Road	SR 99	Class I Shared-Use Path	2.72
Howard Road	Mathews Rd	Tracy Boulevard	Class IIB Buffered Bicycle Lane	10.03
Jack Tone Road	West Ripon Road	Dawson Road	Class II Bicycle Lane	30.72
N Jack Tone Road	E Jack Tone Road	N Tully Road	Class IIIB Bicycle Boulevard	0.64
N Johnson Road	SR 12	Acampo Road	Class III Bicycle Route	1.74
Grant Line Road / Kasson Road	Chabot Court	Durham Ferry Road	Class III Bicycle Route	9.1
Kettleman Lane/SR 12	Davis Road	Lodi City Limits	Class IIB Buffered Bicycle Lane	1.26
Kettleman Lane	Cherokee Lane	Alpine Road	Class III Bicycle Route	2.47
W Kile Road	Thornton Road	N Ray Road	Class III Bicycle Route	3.20
Kirk Avenue	Del Rio Drive	Michigan Avenue	Class IIIB Bicycle Boulevard	0.60
S Koster Road	Hwy 33	Edna Court	Class II Bicycle Lane	0.63
Lammers Road	Tracy Boulevard	Corral Hollow	Class II Bicycle Lane	0.36
S Lammers Road	West Side Irrigation Canal Bicycle Path	Tracy City Limits	Class II Bicycle Lane	1.22
Austin Road	French Camp Road	Moffat Boulevard	Class II Bicycle Lane	5.35

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Liberty Road	Lower Sacramento Road	SR 88	Class III Bicycle Route	13.05
Lilac Street	Mokelumne Street	Academy Street	Class IIIB Bicycle Boulevard	0.32
Linne Road	Corral Hollow Road	S MacArthur Drive	Class IV Separated Bikeway	1.00
Linne Road	MacArthur Drive	S Chrisman Road	Class II Bicycle Lane	1.01
Live Oak Road	Alpine Road	N Tully Road	Class III Bicycle Route	2.47
Lone Tree Road	Jack Tone Road	Escalon-Bellota Road	Class III Bicycle Route	8.03
Lower Sacramento Road	Eight Mile Road	Lodi City Limits	Class II Bicycle Lane	3.08
Lower Sacramento Road	Woodbridge Road	450 Ft South of Academy Street	Class II Bicycle Lane	0.87
MacArthur Drive	E Mt Diablo	Linne Road	Class II Bicycle Lane	1.10
N MacArthur Drive	W Canal Drive	I-5	Class III Bicycle Route	1.42
Mackville Road	Collier Road E	SR 12/88	Class III Bicycle Route	1.24
E Jahant Road	N Tully Road	Collier Road E	Class III Bicycle Route	2.67
Main Street	Bird Avenue	Copperopolis Road	Class III Bicycle Route	1.52
E Main Street	SR 99	Bird Avenue	Class IIB Buffered Bicycle Lane	1.35
Manteca Road	Rina Drive	W Ripon Road	Class III Bicycle Route	1.64
Manthey Road	Stockton City Limits	Lathrop City Limits	Class II Bicycle Lane	4.27
E Mariposa Road	E Charter Way	E Munford Avenue	Class II Bicycle Lane	2.15
Mathews Road	Manthey Road	Howard Road	Class II Bicycle Lane	0.76
McHenry Avenue	E Narcissus Way	River Road	Class II Bicycle Lane	1.57
Michigan Avenue	Rainer Avenue	Grange Avenue	Class III Bicycle Route	1.90
Mills Avenue	Harney Lane	Hogan Road	Class II Bicycle Lane	0.48
Milton Road	Fine Road	Escalon-Bellota Road	Class III Bicycle Route	2.69
Mission Road	River Drive	S Tuxedo Avenue	Class IIIB Bicycle Boulevard	0.98
Morada Lane	Fox Creek Drive	West Lane	Class II Bicycle Lane	0.75
Mountain House Parkway	Byron Road	West Side Irrigation Canal	Class I Shared-Use Path	2.01

Project (Road Name)	From	To	Bikeway Type	Length (miles)
Munford Avenue	99 Frontage Road	Mariposa Road	Class II Bicycle Lane	0.51
Murphy Road	French Camp Road	E River Road	Class III Bicycle Route	3.04
Murphy Road	E River Road	E Milgeo Avenue	Class II Bicycle Lane	1.01
Naglee Road	Bethany Road	Bethany Road	Class III Bicycle Route	0.16
Nile Avenue	Oleander Avenue	Union Road	Class II Bicycle Lane	1.00
County Hospital - North Loop Road	Cesar Chavez Road	South Loop Road	Class II Bicycle Lane	0.41
N Pacific Avenue	W Benjamin Holt Drive	Douglas Road	Corridor Study	0.20
Paradise Road	Old River	I-5	Class III Bicycle Route	2.68
Peltier Road	Ray Road	Lower Sacramento Road	Class III Bicycle Route	4.23
Planned N/S Arterial	Sargent Road	Harney Lane	Class II Bicycle Lane	2.00
N Ray Road	W Kile Road	W Woodbridge Road	Class III Bicycle Route	3.00
Raymus Parkway	Union Road	SR 99	Class I Shared-Use Path	4.98
E River Road	N Ripon Road	County Limits	Class II Bicycle Lane	11.65
Roberts Road*	SR 4	Carlin Road	Class III Bicycle Route	5.56
Roth Road Extension	S Airport Way	SR 99	Class I Shared-Use Path	1.76
N Sacramento Road	New Hope Road	Thornton Road	Class IIIB Bicycle Boulevard	0.41
Santa Fe Road	Escalon City Limits	County Limits	Class II Bicycle Lane	4.07
Santos Avenue	N Ripon Road	Murphy Road	Class I Shared-Use Path	1.01
Sargent Road	Davis Road	Lower Sacramento Road	Class II Bicycle Lane	1.51
Sedan Avenue	Tinnin Road	Manteca Road	Class II Bicycle Lane	0.50
E Shelton Road	Escalon-Bellota Road	N Shelton Road	Class III Bicycle Route	3.94
Sonora Street	Fresno Avenue	Venture Avenue	Class II Bicycle Lane	0.29
County Hospital - Cesar Chavez Road	South Loop	North Loop	Class II Bicycle Lane	0.91
SR 4	Stockton City Limits	County Limits	Corridor Study	17.71
SR 12	SR 88	County Limits	Corridor Study	4.46
SR 12	Beckman Road	SR 88	Corridor Study	5.10

Project (Road Name)	From	To	Bikeway Type	Length (miles)
SR 12	Athearn Street	6th Street	Class II Bicycle Lane	0.52
SR 12	Davis Road	County Limits	Corridor Study	13.52
SR 26	Ione Street	Flood Road	Class II Bicycle Lane	0.55
SR 26	Diverting Canal Levee	County Limits	Corridor Study	18.49
SR 88	Locke Road	Cherry Street	Class IIIB Bicycle Boulevard	0.67
SR 88	Wilmarth Road	County Limits	Corridor Study	23.83
SR 99 Frontage Road /Rail Spur	Manteca City Limits	North Cherokee Road	Class II Bicycle Lane	17.86
SR 120	Manteca City Limits	County Limits	Corridor Study	11.88
E Stampede Road	Atkins Road	Clements Road	Class III Bicycle Route	1.02
Stockton Diverting Canal	Cherokee Road	Main Street	Class I Shared-Use Path	3.30
Swain Road	Harrisburg Place	Plymouth Road	Class II Bicycle Lane	0.86
Thornton Road	Midsection Road	Sacramento Boulevard	Class III Bicycle Route	0.39
Thornton Road	Eight Mile Road	New Hope Road	Class II Bicycle Lane	15.16
Thornton Road	Mac Duff Avenue	Stockton City Limits	Class II Bicycle Lane	0.29
Tidewater Bikeway	Brunswick Road	French Camp Road	Class I Shared-Use Path	1.87
Tinnin Road	Woodward Avenue	Sedan Avenue	Class II Bicycle Lane	2.50
Tracy Boulevard	SR 4	Lammers Road	Class II Bicycle Lane	8.05
E Peltier Road	Elliott Road	N Tully Road	Class III Bicycle Route	2.42
N Tully Road	E Juniper Avenue	Comstock Road	Class III Bicycle Route	7.78
N Tully Road	Peltier Road	E Jahant Road	Class III Bicycle Route	0.62
N Tully Road	E Juniper Avenue	Main Street (SR 88)	Class IIIB Bicycle Boulevard	0.80
Undine Road	Crocker Road	Howard Road	Class III Bicycle Route	2.97
Union Road	Manteca City Limits	Nile Avenue	Class II Bicycle Lane	1.04
Union Road	Nile Avenue	W Ripon Road	Class III Bicycle Route	1.07
Valpico Road	Corral Hollow Road	Existing Class II	Class II Bicycle Lane	1.80

Project (Road Name)	From	To	Bikeway Type	Length (miles)
S Van Allen Road	SR 120	Lone Tree Road	Class II Bicycle Lane	2.00
Van Allen Road	SR 120	River Road	Class III Bicycle Route	2.78
E Victor Road	N Guild Avenue	Kroll Road	Class IIB Buffered Bicycle Lane	3.28
Von Sosten Road	Grunauer Road	Mountain House Parkway	Class II Bicycle Lane	1.76
Wall Road	Comstock Road	SR 26	Class III Bicycle Route	1.42
Walnut Grove Road	Thornton	County Limits	Class III Bicycle Route	4.47
N Ward Road	Elliott Road	Acampo Road	Class III Bicycle Route	0.21
Waterloo Road	E Street	Wilmarth Road	Corridor Study	2.67
West Lane	Harding Way	Eight Mile Road	Class IV Separated Bikeway	2.02
West Lane	Eight Mile Road	1000 ft South of Harney Lane	Class IIB Buffered Bicycle Lane	3.19
W Ripon Road	Airport Way	Jack Tone Road	Class III Bicycle Route	6.02
West Side Irrigation Canal Bicycle Path	Mountain House Parkway, 700 ft North of Von Sosten Road	Lammers Road at W Schulte Road	Class I Shared-Use Path	3.83
Wolfe Road	French Camp Road	Howard Road	Class III Bicycle Route	1.27
W Woodbridge Road / Mokelumne Street	Woodbridge Road and Thornton Road	Mokelumne Street and Lower Sacramento Road	Class III Bicycle Route	5.44
Woodbridge Irrigation Canal	Elm Street	Woodbridge Road	Class I Shared-Use Path	2.06
Woodhaven Lane	Chestnut Street and Mokelumne	Woodhaven Lane and Turner Road	Class II Bicycle Lane	0.71
Woodward Avenue	Pagola Avenue	Laurie Avenue	Class II Bicycle Lane	0.70
Woodward Avenue	Bella Terra Drive	Oleander Avenue	Class II Bicycle Lane	0.80
Total	645.11			