

APPENDIX A

Existing Conditions Reports

Manteca Downtown Transit Center – Existing Conditions

Prepared for:
The City of Manteca

September 2022

RS21-4123

FEHR  PEERS

Table of Contents

Introduction.....	4
1. Regulatory Framework	6
1.1 City of Manteca Draft General Plan – Circulation Element.....	6
1.2 City of Manteca General Plan Housing Element	7
1.3 SJCOG Regional Transportation Plan and Sustainable Community Strategy.....	7
1.4 City of Manteca Active Transportation Plan.....	8
1.5 Active Transportation Plans in Priority Neighborhoods: East Manteca Neighborhood Improvements Memorandum.....	8
1.6 City of Manteca Traffic Calming Program.....	9
1.7 City of Manteca Streets Standard Plan.....	9
1.8 City of Manteca Municipal Code	9
2. Existing Setting	10
2.1 Key Destinations.....	10
2.2 Roadway System	10
2.2.1 Recent Changes.....	10
2.2.2 Truck Routes	12
2.2.3 At-Grade Railroad Crossings	12
2.2.4 Vehicle Operations	12
2.3 Transit Routes & Facilities	12
2.3.1 Manteca Transit Service & Facilities	12
2.3.2 Regional Transit Service	15
2.4 Pedestrian Facilities.....	15
2.5 Bicycle Facilities	17
2.6 Safety	19
3. Planned Facilities & Infill Opportunities.....	22
3.1 Planned Bicycle and Pedestrian Facilities.....	22
3.2 Planned Transit Service & Facilities	24
3.2.1 Manteca Transit Routes.....	24
3.2.2 ACE Extension Projects and Manteca Station.....	24
3.3 Planned Roadway Improvements & Projected Traffic Volumes	26
3.4 Infill Opportunities Assessment	26

List of Figures

Figure 1. Study Area	5
Figure 2. Key Destinations	11
Figure 3. Existing Transit Facilities & Routes	14
Figure 4. Existing Pedestrian Network	16
Figure 5. Existing Bicycle Network.....	18
Figure 6. Vehicular, Bicycle, and Pedestrian Collisions (2015-2020)	21
Figure 7. Manteca Active Transportation Plan Planned Bicycle & Pedestrian Network.....	23
Figure 8. Manteca ACE Train Platform Design.....	25

Appendices

Appendix A: Existing Land Use, Development, and Demographics Report.....	27
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Introduction

The following report describes the existing regulatory and physical characteristics affecting the City of Manteca's transportation system surrounding the Manteca Transit Center and the planned Altamont Corridor Express (ACE) passenger rail station. The study area is shown in **Figure 1**. Understanding existing conditions is a key step in the process of improving connectivity and accessibility between Downtown Manteca and the Transit Center and upcoming ACE Rail Station to help transform the area into a high-quality walkable and transit-oriented district.



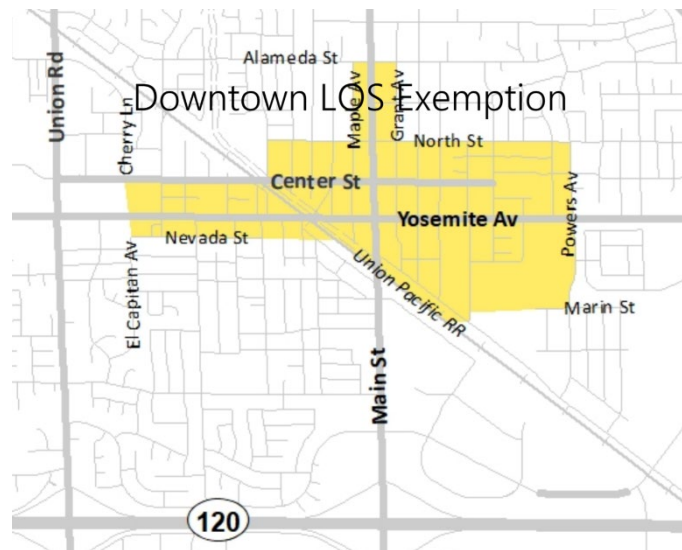
Figure 1
Study Area

1. Regulatory Framework

1.1 City of Manteca Draft General Plan – Circulation Element

The currently adopted City of Manteca General Plan is the 2023 General Plan, however the City is currently undergoing an update. The existing Circulation Element has several goals related to complete streets design, the bicycle system, and pedestrian circulation (Goals C-2, C-9, C-10).

The “Downtown” zoning designation proposed General Plan Update covers much of the main study area. The updated Circulation Element in the Draft General Plan (a public review draft released in March 2021) has similar LOS policies to those from the previous General Plan, though more consideration is given to balancing the service of all modes (vehicle, transit, bicycle, and pedestrian). The updated policy still strives for an LOS of D or better during the weekday AM and PM peak hours at streets and intersections outside the Downtown Area shown to the right.



The updated policy also clarifies that traffic studies should still “disclose whether any proposed transportation or land use action will substantially increase traffic at intersections and roadways within this area of the City and identify measures to maintain high quality access and mobility in the area with a priority toward active transportation modes” (C-1.4).

The Major Streets Circulation Plan (Figure C-1) within the updated Circulation Element shows that Yosemite Avenue from Locust Avenue to Powers Avenue will remain as two lanes, Spreckels Avenue to Pestana Avenue will be widened to five lanes, and most of the remaining major streets will be four lanes. This section also mentions the pursuit of funding for grade separation of existing at-grade railroad crossings.

Policies in the “Bikeway and Pedestrian Systems” section enforce pedestrian and bicycle connectivity, safety, and comfort through improving the bicycle and pedestrian environment (e.g. providing shade trees, traffic calming, landscape-separated sidewalks on arterials, etc.). A key component of this effort is the expansion of the existing off street bicycle network to accommodate cyclists who prefer to travel on dedicated trails. Policy C-4.6 also states that on-street Class II bike lanes, Class IV protected bike lanes, or off-street Class I bike paths should be provided along major collector and arterial streets “whenever feasible.” It also seeks to provide a sidewalk and bicycle facilities that meets the latest guidelines related to the Americans with Disabilities Act (ADA).

1.2 City of Manteca General Plan Housing Element

The City's General Plan Housing Element was last updated in 2016. Goals and policies identified in the Housing Element relevant to the implementation of more housing in downtown Manteca are shown below:

1.1.1.1 Goals

- **Goal H-2.** To promote mixed-use, infill, and downtown development in the city of Manteca.
- **Goal H-3.** To provide a range of housing types, densities, and designs, and meet existing and projected housing needs for all economic segments of the community.
- **Goal H-5.** To provide adequate housing opportunities for persons with special needs, including seniors, persons with disabilities, single parents, large families, persons lacking permanent shelter, and residents with extremely low incomes.

1.1.1.2 Policies

- **H-P-15:** The City shall provide incentives and other inducements as may be available to encourage the development of infill parcels for residential use in mixed-use developments. The City shall consider the modification of setbacks, height limitations, coverage ratios, parking requirements, and other development regulations to facilitate and encourage the use of infill sites for residential and commercial mixed use, or multi-family residential use.
- **H-P-16:** The City shall encourage mixed use development opportunities within appropriate zoning designations in the downtown.
- **H-P-22:** The City shall encourage higher densities near the ACE Train Station, Downtown Intermodal Station, and other existing and future public transportation opportunities.
- **H-P-47:** The City shall encourage the development of new housing units designed for the elderly persons and persons with disabilities to be in close proximity to public transportation and community services.

1.3 SJCOG Regional Transportation Plan and Sustainable Community Strategy

The San Joaquin Council of Governments (SJCOG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range planning document for identifying and programming transportation facility improvements throughout the County. The current RTP/SCS produced by SJCOG was adopted in 2018. The RTP/SCS considers regional issues, such as housing, public health, the environment, and economic growth, and provides guidance on making transportation investments in the County over a twenty-year horizon. It also includes discussion of civic engagement, lays out policies and strategies, financing the transportation system, and performance measures. Projects in the plan are eligible to receive local, state, and federal funding. Projects relevant to Downtown Manteca are explored in more depth in Section 3.3. SJCOG is in the process of preparing the 2022 RTP/SCS, referring to the project as "Envision 2050."

1.4 City of Manteca Active Transportation Plan

The City of Manteca Active Transportation Plan (2020) is a long-range planning document for identifying and programming transportation facility improvements throughout the City. The plan makes the City eligible for funding to create new sidewalks, bicycle lanes, and other bicycle and pedestrian facility improvements. The Plan proposes crossing and intersection improvements, wayfinding, lighting, and other programs to encourage active transportation, as well as the prioritization, costs, and funding of implementation. Planned facilities relevant to the downtown area are discussed in greater detail in Section 3.1.

1.5 Active Transportation Plans in Priority Neighborhoods: East Manteca Neighborhood Improvements Memorandum

The East Manteca Neighborhood Improvements memorandum recommends enhancements to the walking, biking, and rolling environment in the study area through changes in intersection geometry, bicycle and pedestrian facilities, and traffic calming infrastructure. Intersection crossing recommendations relevant to the study corridors of Main Street, Yosemite Avenue, and Moffat Boulevard were as follows:

Upgrade crosswalk markings, install leading pedestrian interval (LPI), and/or consider right-turn-on-red restrictions at: Main St & Alameda St, Main St & Center St, Main St & North St, Main St & Yosemite Ave, and Yosemite Ave & Powers Ave

Upgrade or install pedestrian crosswalk markings and advanced yield signs at: Main St & Sutter St, Yosemite Ave & Grant Ave, Yosemite Ave & Sherman Ave, Yosemite Ave & Garfield Ave, Yosemite Ave & Washington Ave, Yosemite Ave & Sheridan Ave, Moffatt Blvd & Grant Ave, Moffatt Blvd & Lincoln Ave, Moffatt Blvd & Sherman Ave, Moffatt Blvd & Garfield Ave, Moffatt Blvd & Powers Ave

Install rectangular rapid flashing beacons (RRFB) and advanced stop/yield lines: Main St & Edison St, Moffatt Blvd & Garfield Ave, Moffatt Blvd & Powers Ave

Tidewater Bikeway access connections: Moffatt Blvd & Sherman Ave, Moffatt Blvd & Powers Ave

Improve streetscaping – widen sidewalks, add trees and landscaping to separate pedestrians from vehicle traffic: Moffatt Blvd (north side from Main St to Garfield Ave and south side from east of Lincoln Ave to Garfield Ave)

Road diet (reduce travel lanes from 4 to 3): Main St from Louise Ave to Wetmore St

Areawide recommendations for the East Manteca Neighborhood included safe routes to transit, pedestrian scale lighting, ADA improvements, school zone signing and striping, bicycle racks, and shade trees and maintenance. Both specific and areawide recommendations from this plan will be incorporated into the upcoming Implementation Plan.

1.6 City of Manteca Traffic Calming Program

The main goals of the Manteca Traffic Calming Program (2018) are to: (1) define a process for neighborhoods to sponsor traffic calming plans and identify funding sources for specific streets, areas or neighborhoods; (2) provide guidance for the types of traffic calming measures that may be considered, both as part of the neighborhood process and during the City's review of new development applications.

Recommended traffic calming measures include lane striping, speed limit signs, high-visibility crosswalks, speed humps/lumps, raised crosswalks, bulb-outs, traffic circles, pedestrian islands, chicanes, and street closures. Several roadway segments within the study area are likely eligible for the Traffic Calming program.

1.7 City of Manteca Streets Standard Plan

The City of Manteca has utilized the same standard street cross sections since 2004. The cross-sections detail specifications for collector streets, residential streets, curb radii, sidewalks, and driveways.

Several standards no longer align with best practices for bicyclist and pedestrian circulation. For example, the curb radius for new construction (30') is larger than the old radii (15'-27') which increases pedestrian and bicyclist crossing distance, lowers visibility, and may cause an increase in vehicle turning speeds. Additionally, wheelchair ramps are placed at a diagonal to the intersection rather than aligned with the pedestrian path of travel perpendicular to the curb.

1.8 City of Manteca Municipal Code

1.8.1.1 Development Standards

The City of Manteca Development Standards regulate the lot area, lot coverage, minimum and maximum density, building setbacks, and height for the City's zoning districts. Building heights, setbacks, and density can influence the quality of pedestrian environments and the speeds of travel through neighborhoods, so development standards are an important factor in the potential for convenient and safe travel through downtown Manteca.

1.8.1.2 Vehicles and Traffic

Beyond general codes for the definition and obedience of traffic control devices and signs, there are several noteworthy regulations regarding speed limits (10.12.020), crosswalks (10.24.010A), and sidewalk bicycle riding (10.68.030).

Notably, the Municipal Code states, "Crosswalks shall be established and maintained at all intersections within the central traffic district..." (10.24.010A). Additionally, the Code states "No person shall ride a bicycle upon a sidewalk within a business district" and "No person twelve or more years of age shall ride a bicycle upon any sidewalk in any district (10.68.030 A & C).

2. Existing Setting

2.1 Key Destinations

Figure 2 shows key destinations in downtown Manteca, including schools, parks, libraries, post offices, city hall, county offices, retail areas, and medical facilities. As seen in the figure, two schools are located just northeast of the Manteca Transit Center: Manteca High School and Lincoln Elementary School. Numerous neighborhood parks are in the study area, notably Tidewater Park that straddles the Tidewater multi-use trail, the Manteca BMX Park, and Lincoln Pool.

Nearby municipal services include the Manteca Branch of the San Joaquin County Superior Court, Manteca Public Library, Manteca Fire Station No. 241, and the Manteca Animal Shelter. Medical facilities near the Manteca Transit Center or within bus stops nearby include private practice offices, general medical centers, and the Doctors Hospital of Manteca.

2.2 Roadway System

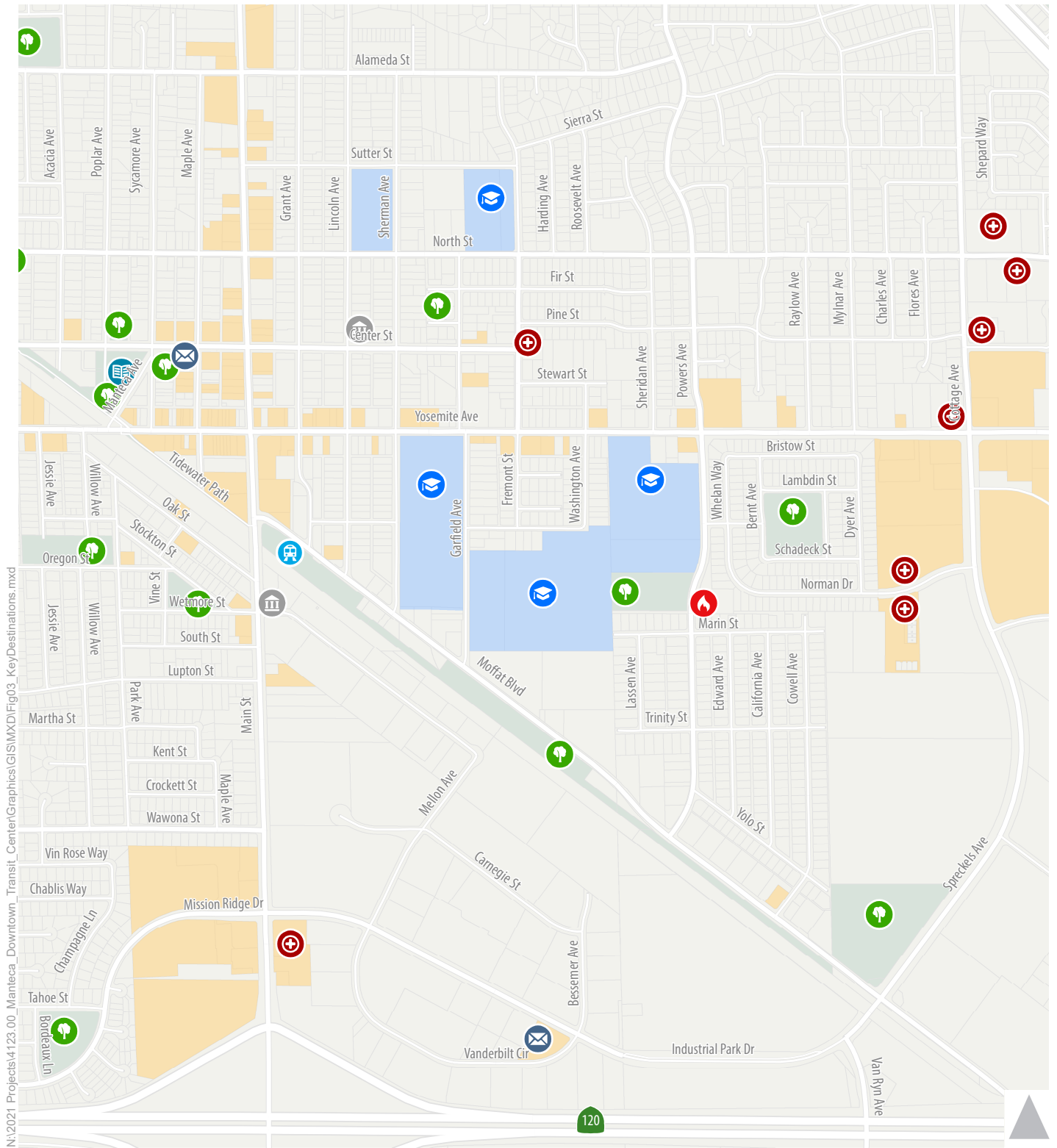
The key study roadways are:

- **Main Street** begins at Lathrop Road and continues south through Manteca, into rural San Joaquin County. Within the City, Main Street is primarily a four-lane street with sections of two-lane street near Lathrop Road, Downtown, and SR 120. North of SR 120, Main Street carried approximately 26,600 vehicles per day (as of 2017).
- **Yosemite Avenue** begins near SR 120 in Lathrop, continuing to east Manteca where it shares alignment with SR 120. It is primarily a four-lane street, with some sections of two lanes near Downtown and five lanes (three westbound and two eastbound) near SR 99. West of Union Road, Yosemite Avenue carried approximately 20,000 vehicles per day (as of 2017).
- **Moffat Boulevard** begins at South Main Street and continues southeast, parallel to the UPPR tracks until merging onto SR 99. It is primarily a two-lane street, with some sections of three lanes throughout.

2.2.1 Recent Changes

Downtown Manteca has been going through a period of rapid change regarding vehicular, bicyclist, and pedestrian infrastructure. Recent improvements to the area near the Manteca Transit Center include:

- Addition of Class II bike lanes on Moffat Boulevard from Main Street to Spreckels Avenue
- Expanded footprint of Manteca High School and a partial closure of Garfield Avenue, creating two dead-end sections of Garfield Avenue from Yosemite Avenue and Moffat Boulevard.
- Replacement or addition of ADA-accessible curb ramps at five intersections and addition of four high-visibility crosswalks near Manteca High School.















- | | | | |
|---|---|---|--|
|  Manteca Transit Center |  Hospital/Medical Office |  Police Department |  School |
|  Government/City Service |  Library |  Post Office |  Retail |
|  Fire Department |  Park/Community Center |  School |  Parks |

Figure 2
Key Destinations



2.2.2 Truck Routes

Surface Transportation Assistance Act (STAA) routes have specific signage, street widths, curb return radii, and other features to accommodate large STAA trucks. One STAA truck route exists within Manteca, starting on Main Street at SR 120, continuing east onto Industrial Park Drive then north on Spreckels Avenue, before heading east on Yosemite Avenue and rejoining SR 120 at the SR 99 interchange.

2.2.3 At-Grade Railroad Crossings

At-grade railroad crossings exist on the following streets in the study area. All these crossings include advanced signage, flashing signals, and crossing arms.

1. Walnut Avenue south of Jackolyn Drive
2. Center Street west of Elm Avenue
3. Yosemite Avenue at Manteca Avenue
4. Main Street south of Moffat Boulevard
5. Spreckels Avenue south of Moffat Boulevard
6. Moffat Boulevard east of Spreckels Avenue
7. Woodward Avenue west of Moffat Boulevard

2.2.4 Vehicle Operations

Based on field observations, the Yosemite Avenue and Moffat Boulevard corridors are busiest before and after classes are in session at Manteca High School and Lincoln Elementary School. The regular class schedule at the high school is from 8:40 AM to 3:32 PM. The elementary school starts and ends earlier, from 8:10 AM to 2:30 PM. The staggered school schedules help to maintain more consistent traffic flow. Still, in the after-school period, a queue extending on Moffat Boulevard from Main Street to west of Garfield Avenue was observed, exasperated by a freight train passing through town.

The community reports experiencing high levels of delay due to freight trains passing through the city, especially in conjunction with school pick-up and drop-off periods. In an effort to improve congestion at the Main Street/Yosemite Avenue intersection, the City has recently included signal synchronization and extended the left turn pocket to reducing queueing issues.

2.3 Transit Routes & Facilities

Figure 3 displays the transit facilities and routes located in the study area, including bus routes operated by Manteca Transit and San Joaquin Regional Transit District.

2.3.1 Manteca Transit Service & Facilities

All Manteca Transit fixed-route bus service (Routes 1, 2, 3, 4) begin and end at the Manteca Transit Center, operating with one-hour headways from 6 AM to 7 PM on weekdays and 9 AM to 4 PM on Saturdays, with the exception of Route 4 which only operates on weekdays. Manteca Transit also operates a shuttle to the Lathrop ACE Train station twice in the morning and three times in the afternoon. Manteca Transit also operates a Dial-a-Ride bus service with stops throughout Manteca. Each bus is equipped with a

bicycle rack. Due to the on-going COVID-19 pandemic and its associated effects on commute travel demand, some of these services are either temporarily suspended or operating with reduced service levels (as of August 2022).

2.3.1.1 Bus Ridership

The City of Manteca's Short Range Transit Plan includes an evaluation of Manteca Transit system performance. Analysis of the ridership and productivity was conducted based on data collected in early 2019 before the COVID-19 pandemic.

Average ridership for weekdays and Saturdays is shown in **Table 1** for Routes 1, 2, and 3.

Table 1. Manteca Transit Average Ridership

Route	Weekday		Saturday	
	Boardings	Alightings	Boardings	Alightings
1	26	25	11	12
2	20	21	7	7
3	10	10	NA	NA

Source: Manteca Transit Short Range Transit Plan, Page 3-3.

(<https://www.ci.manteca.ca.us/CommunityDevelopment/MantecaTransit/Documents/SRTP.pdf>)

According to the analysis performed at the time of observations in 2019, the City's fixed-route service achieved 96 percent overall on-time performance. The most "productive" stops (in terms of boarding and alightings) in Downtown were consistently the Manteca Transit Center and at shopping centers on Yosemite Avenue.

As of early 2022, Manteca Transit was still only observing roughly 70% of its 2019, pre-COVID ridership. However, a recent initiative to offer free transit rides to high school students doubled ridership on some routes, with over 600 free trips given monthly (meeting with Juan Portillo, Feb 23, 2022).

2.3.1.2 Manteca Transit Center

The Manteca Transit Center is the main hub of public transit in the City. The station currently has five operational bus bays and over 100 parking spaces. Manteca Transit, San Joaquin Regional Transit District, and Altamont Corridor Express shuttle routes serve the Transit Center. The upcoming Altamont Corridor Express (ACE) train platform will be constructed approximately 650 feet southwest of the Transit Center.

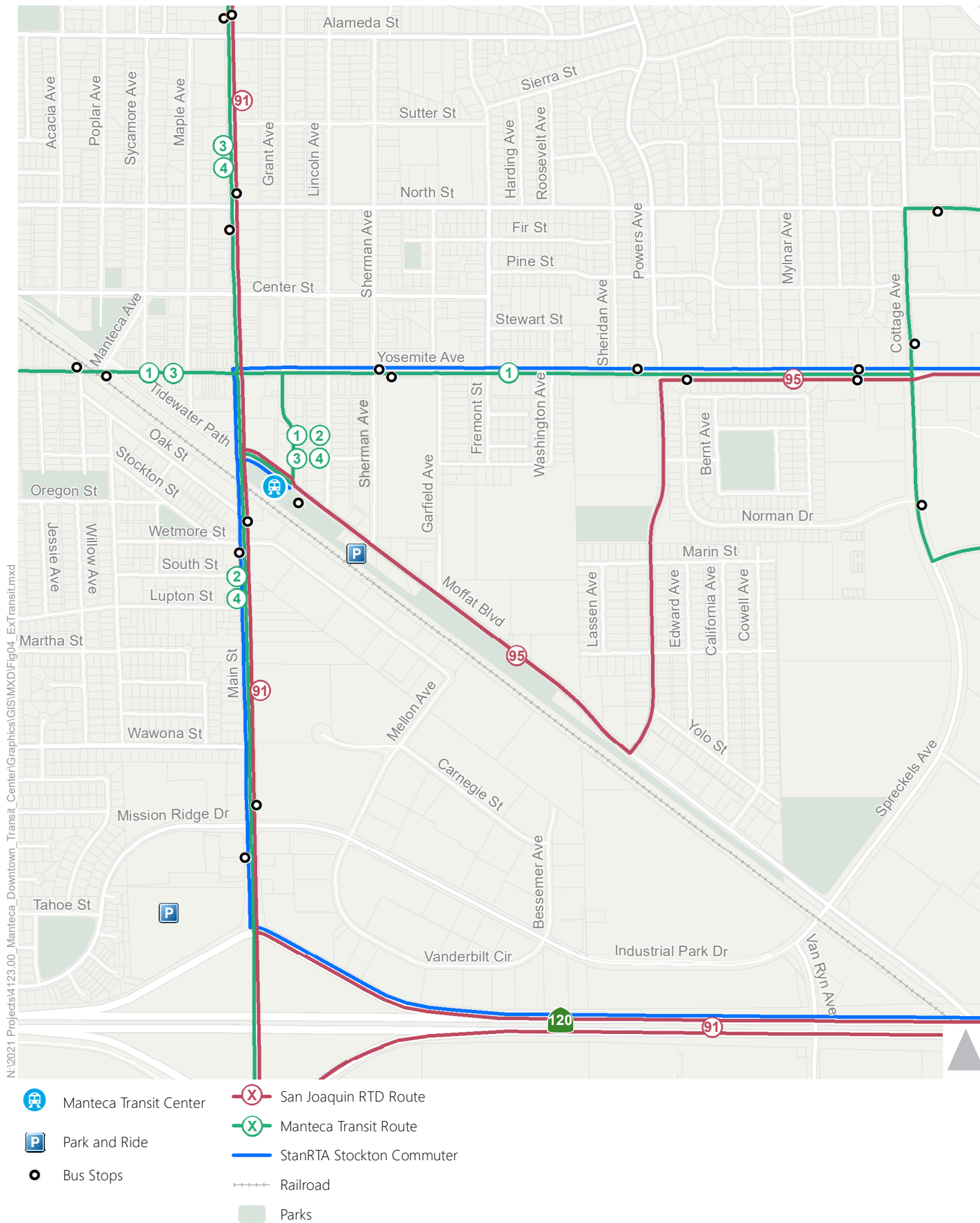


Figure 3
Existing Transit Facilities

2.3.2 Regional Transit Service

Regional transit service generally connects Manteca to Stockton and Modesto with weekday fixed-route buses. The ACE train service currently only stops in Lathrop.

2.3.2.1 San Joaquin Regional Transit District

The San Joaquin Regional Transit District (RTD) provides limited service to Manteca, with connections to the nearby communities of Stockton, Ripon and Escalon. As of August 2022, Bus Routes 91 and 95 serve Manteca:

- **Route 91** provides interregional service between downtown Stockton, Manteca, and Ripon. Three northbound and two southbound trips are provided every weekday between 6 AM and 2 PM. In Manteca, Route 91 travels along Main Street between SR 99 and SR 120, stopping at the Manteca Transit Center.
- **Route 95** provides interregional service between downtown Stockton, Manteca, and Escalon. Two northbound and two southbound trips are provided every weekday, one round trip the morning (7:15 - 9:30 AM) and one in the late afternoon (3:15 PM - 5:30 PM). In Manteca, Route 95 travels along Main Street between SR 99 and Moffat Boulevard and stops at the Manteca Transit Center before continuing to Yosemite Avenue (via Moffat Boulevard) all the way to Escalon.

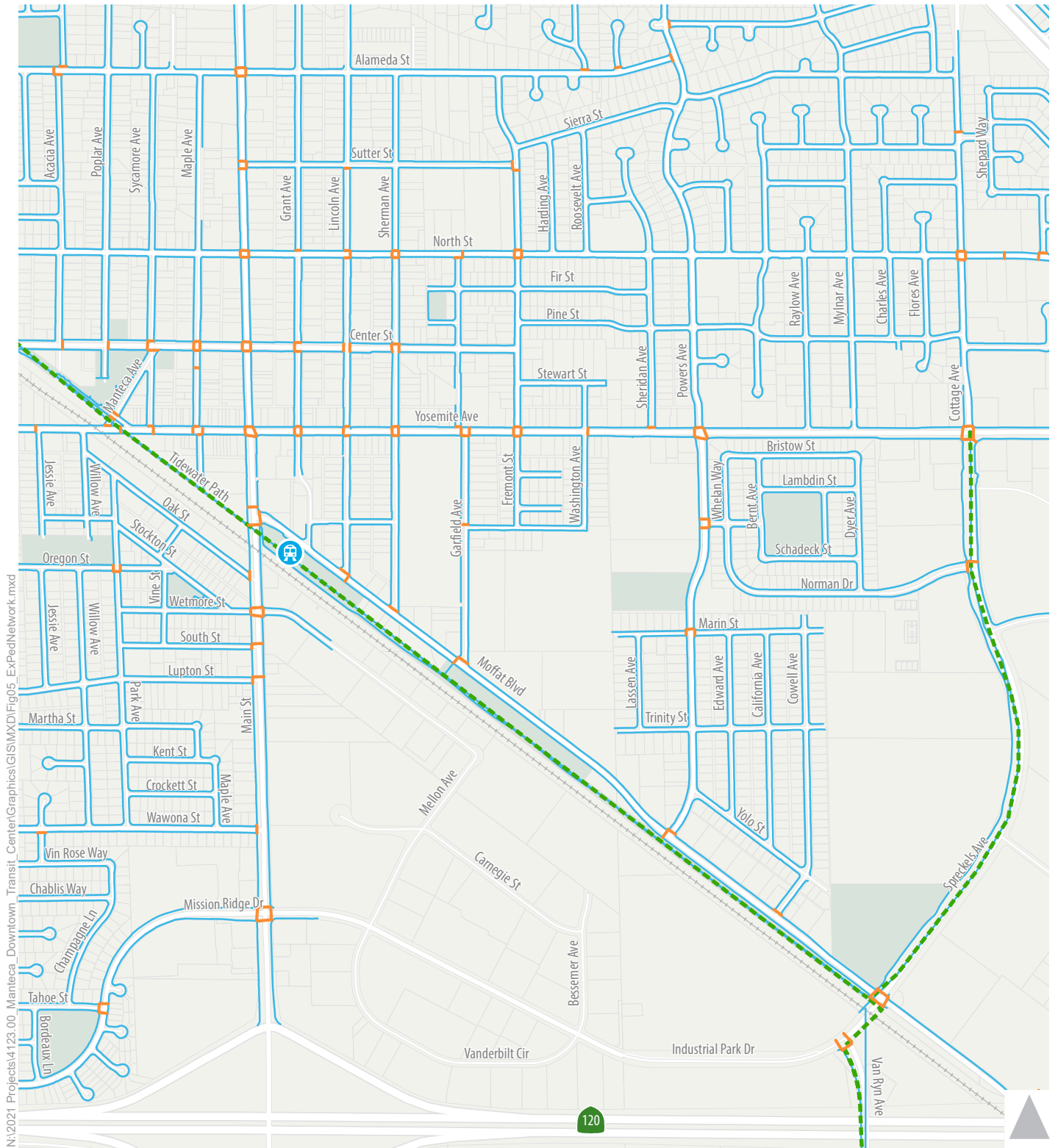
Route 97, which connected Stockton, Manteca, and Lathrop, is currently suspended.

2.3.2.2 Stanislaus Regional Transit Authority

The Stanislaus Regional Transit Authority (StanRTA), previously called MAX, also provides limited service to Manteca via the Stockton Commuter bus service. The Stockton Commuter starts in Modesto, stops at the Manteca Transit Center (via Main Street, departing on Yosemite Avenue), and routes to Stockton Transit Center.

2.4 Pedestrian Facilities

Figure 4 displays the pedestrian facilities located in the project area. This data is derived from aerial imagery and field observations. Sidewalks are present on both sides of all streets within the immediate project site vicinity. The network of sidewalks in central Manteca is relatively consistent, though there are several noticeable gaps, such as South Grand Ave south of Yosemite Ave, as seen in Figure 4.









-  Manteca Transit Center
-  Parks
-  Existing Crosswalk
-  Existing Sidewalk
-  Class I - Multi-Use Path
-  Railroad

Figure 4
Existing Pedestrian Facilities

2.5 Bicycle Facilities

Manteca currently offers a few bicycle facility options in downtown, as shown in **Figure 5**. The Manteca Active Transportation Plan (2020) outlined a number of proposed improvements to the bicycle and pedestrian network.

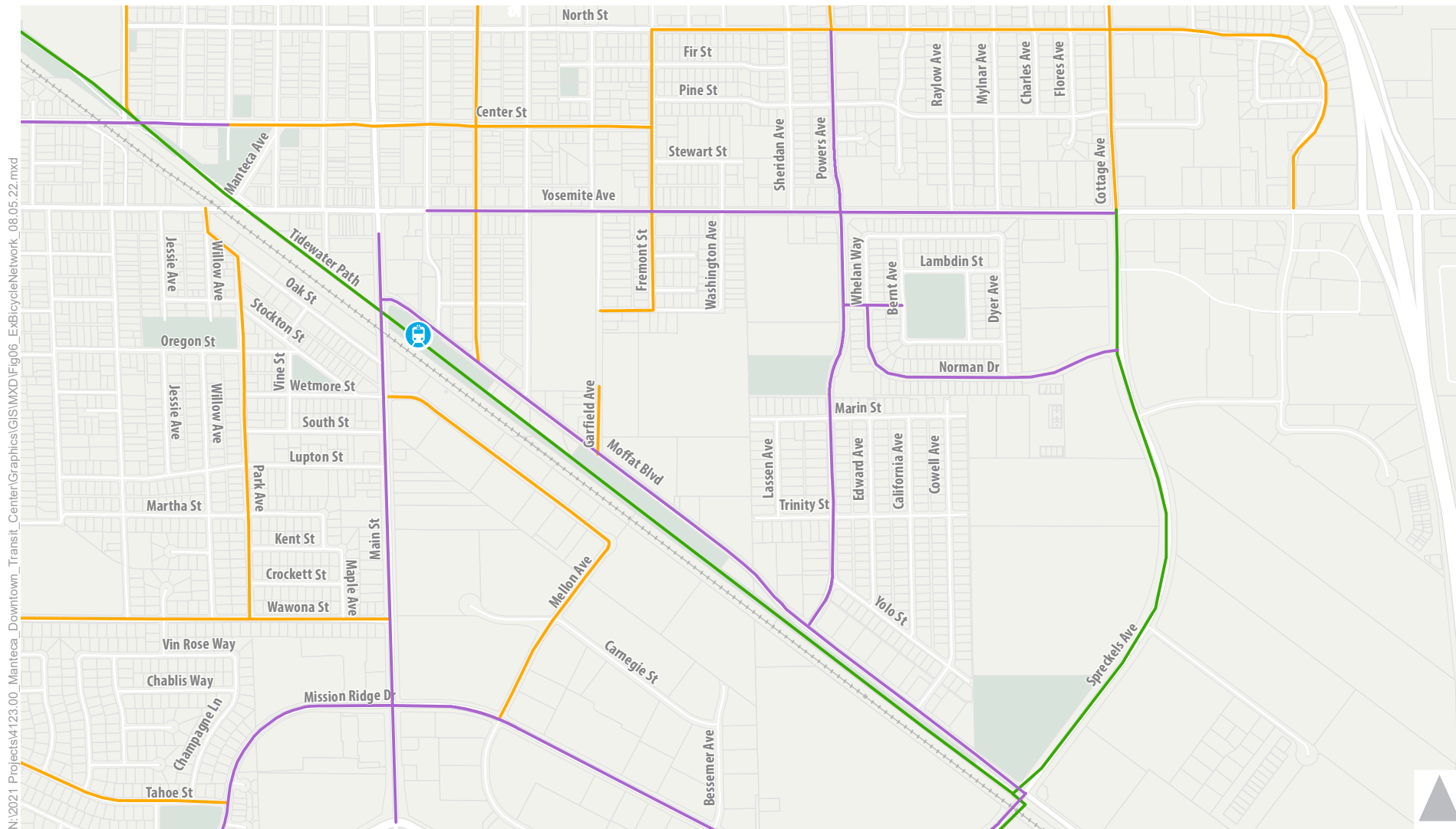
Bicycle facility classifications, descriptions, and existing facilities in the study area are provided below.

Class I Shared Use Paths provide a completely separated right-of-way for the exclusive use of bicycles, pedestrians, and other non-motorized modes. The Tidewater Trail that runs parallel to Moffat Boulevard and the separated facility along Spreckels Avenue are classified as shared use paths.

Class II Bike Lanes are dedicated on-street lanes for bicyclists. Some may have painted buffers to provide space between bicyclists and moving traffic or parking cars. There are currently bicycle lanes on Moffat Boulevard between S. Main Street and Spreckels Avenue, on Yosemite Avenue between Grant Avenue and Cottage Avenue-Spreckels Avenue, on Powers Avenue between North Street and Moffat Boulevard, and segments of Center Street, Norman Street, and Industrial Park Drive.

Class III Bike Routes are routes where the travel lane is shared by drivers and bicyclists. They are most suited for roadways with low traffic speeds and volumes, such as quiet residential streets. Some routes, called bicycle boulevards, may be enhanced with curb extensions, neighborhood traffic circles, or other traffic calming treatments to improve comfort for bicycling. Many segments in downtown Manteca have been designated as bike routes, including Alameda Street, Center Street, North Street, Lincoln Avenue, Fremont Street, Park Avenue, and Cottage Avenue.

Class IV Separated Bikeways are on-street bicycle facilities that include physical protection from vehicle traffic. This separation might include a curb, on-street parking, flexible bollards, or concrete planters. Class IV bikeways may provide for one-way or two-way travel on each side of the roadway. There are currently no Class IV bikeways in Manteca, though some are planned.



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
-  Manteca Transit Center
-  Class I - Multi-Use Path
-  Class II - Bicycle Lane
-  Class III - Bicycle Route
-  Railroad
-  Parks



Figure 5
Existing Bicycle Facilities

2.6 Safety

To better understand how travel behaviors and roadway characteristics may be affecting overall Downtown roadway safety, data from the Transportation Injury Mapping System (TIMS) developed by the University of California Berkeley's Safe Transportation Research & Education Center (SafeTREC) was obtained. This data can be used to map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS data was pulled for the following study corridors for the six-year period inclusive of 2015 through 2020:

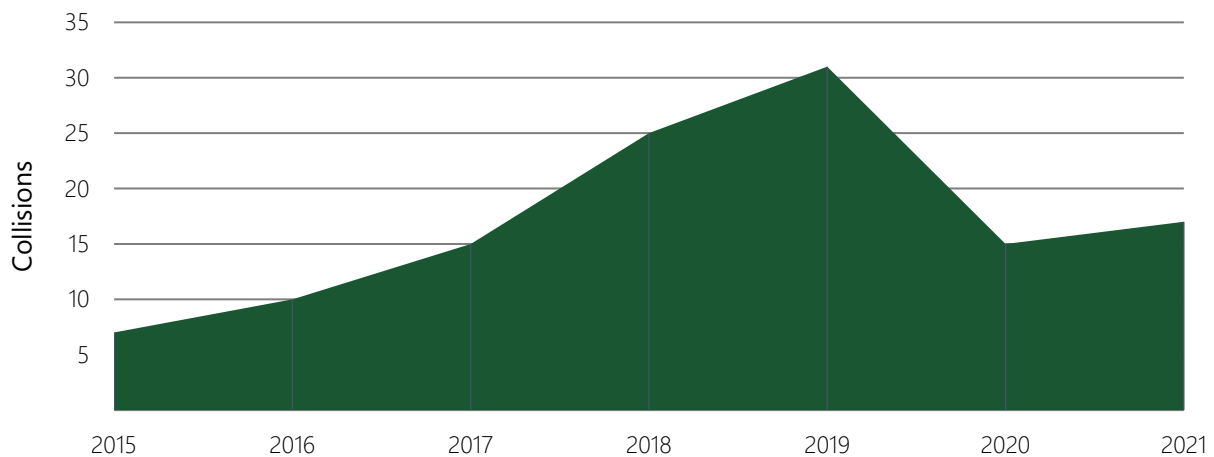
- Yosemite Avenue between Manteca Avenue and Spreckels Avenue (55 collisions, including at intersections)
- Main Street between Yosemite Avenue and Moffat Boulevard (27 collisions, including at intersections)
- Moffat Boulevard between Main Street and Spreckels Avenue (24 collisions, including at intersections)
- North-south streets between Yosemite Avenue and Moffat Boulevard: Grant Avenue (one collision), Sherman Avenue (one collision), Garfield Avenue (one collision)

Vehicular, bicycle, and pedestrian collisions from 2015 through 2020 are shown in **Figure 6**.

Analysis of that data revealed the following:

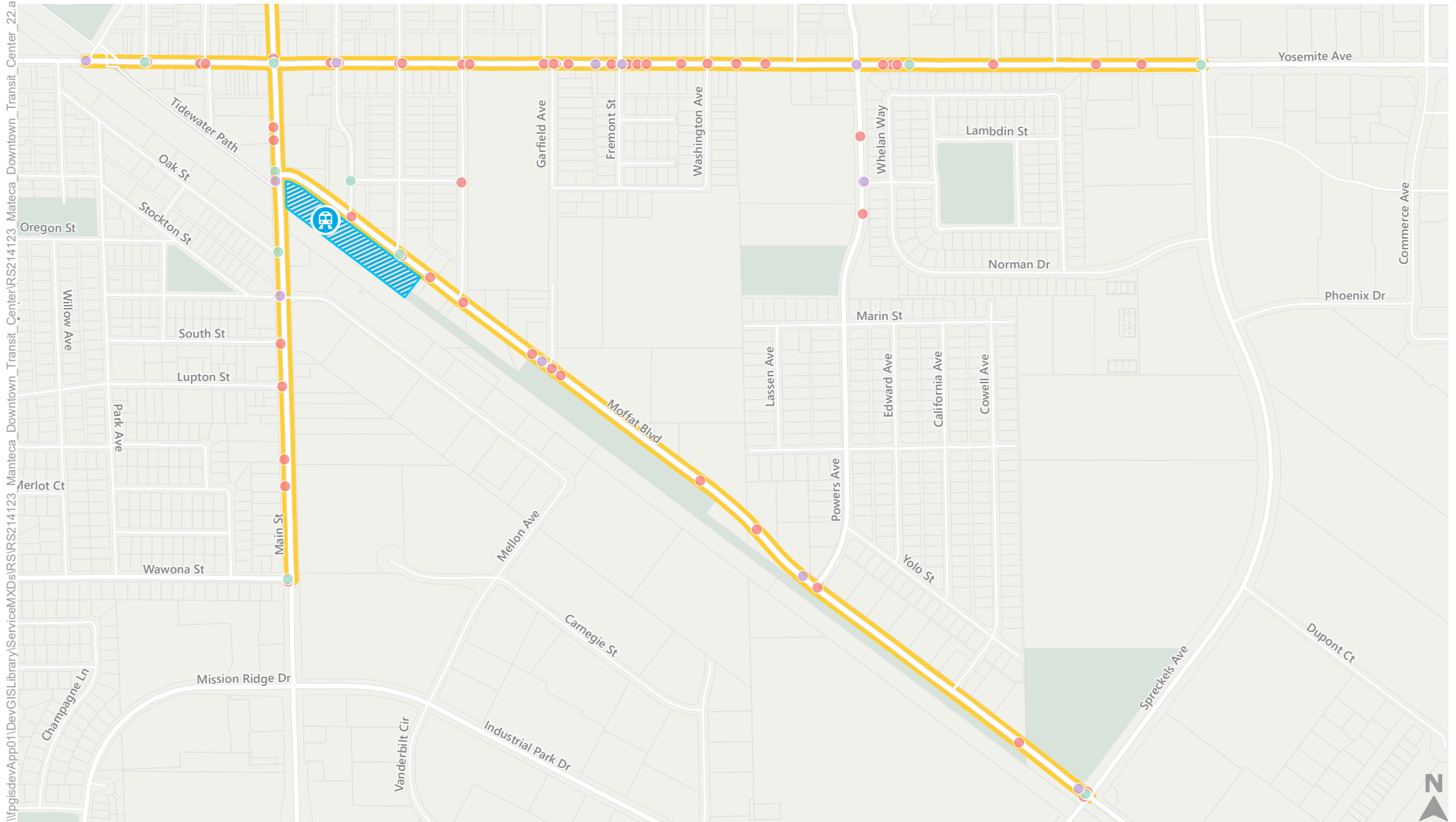
- On the study segments, 103 total collisions were reported over the six-year period, for an average of 17 collisions per year. Of these, 4 of the collisions resulted in a victim being seriously injured and none resulted in fatality.
- The most common primary collision factors were unsafe speed (28 crashes, 27% of total), vehicle right of way violation (25 crashes, 24%), and traffic signals and signs (12 crashes, 12%).
- The most common types of collision were rear end (34 crashes, 33%) and broadside collisions (35 crashes, 34%). There were 9 vehicle/pedestrian collisions (9% of total).
- 85 collisions (82% of total) occurred at an intersection.
- 35 collisions (34% of total) occurred during the PM peak period (3PM to 7PM)
- 62 collisions (60%) occurred between Tuesday and Thursday, typical days of attendance for school and office work.
- 15 to 64 year olds made up 80% of victims despite being 64% of the Manteca population.

During the study period, crashes steadily increased from 2015 to 2019, as shown below. A sharp decrease in collisions occurred during the beginning of the COVID-19 Pandemic associated with sharp decreases in vehicle travel.



Note: 2021 TIMS data is provisional and subject to change.

Provisional data from 2021 showed a slight uptick in collisions, with increases in traffic along the study corridors. Collisions from 2021 generally followed the same trends in collision factors and type as those from before 2020.



- Collision Type:
- Study Corridor
 - Pedestrian
 - Bicycle
 - Vehicle
 - Manteica Transit Center
 - Parks



Figure 6

Vehicle, Bicycle, and Pedestrian Collisions, 2015-2020

3. Planned Facilities & Infill Opportunities

3.1 Planned Bicycle and Pedestrian Facilities

The following are stated projects in the 2018 SJCOG Regional Transportation Plan:

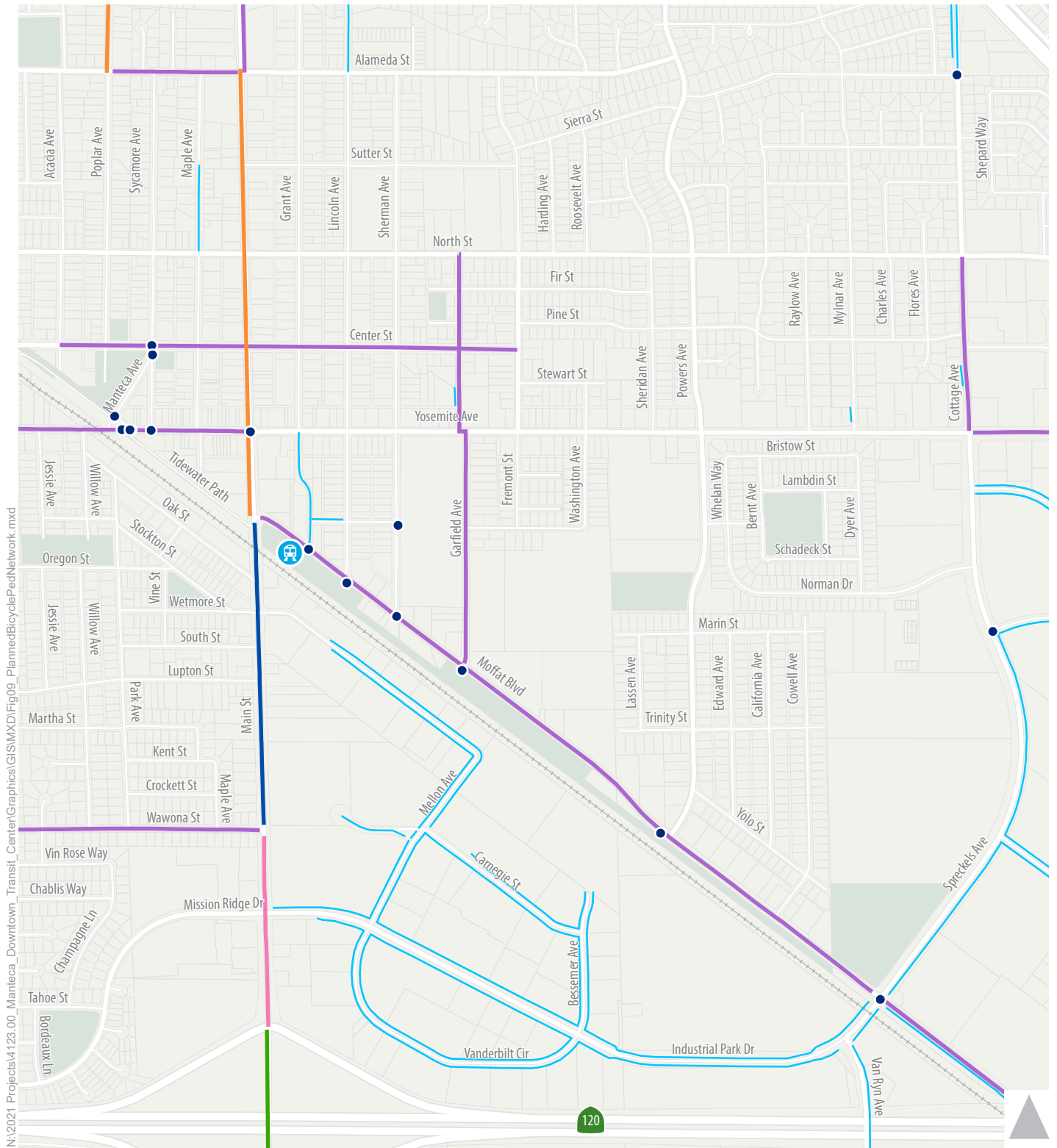
- Construction of a platform for passenger rail service and additional parking at the Manteca Transit Center
- Class II Bike Lanes Yosemite Avenue from Main Street to Cottage Avenue/Spreckels Avenue (complete)
- Crossing improvements on Yosemite Avenue (complete)
- Class II Bike Lanes and Pedestrian Improvements on Main Street from Yosemite Avenue to Atherton Drive
- Reconstruction of Main Street interchange of State Route 120

The Manteca Draft General Plan Circulation Element states that the City will strive to develop:

1. A “city-loop” Class I bike path for use by both bicyclists and pedestrians that links Austin Road, Atherton Drive, Airport Way, and a route along or near Lathrop Road to the Tidewater Bike Path and its existing and planned extensions.
2. An off-street bicycle trail extension between the Tidewater Bike Trail near the intersection of Moffat Boulevard and Industrial Park Drive to the proposed regional route between Manteca and Ripon.

The Manteca Active Transportation Plan includes the following planned facilities (shown in **Figure 7**):

- Class II Buffered Bike Lane on Main Street from Yosemite Avenue to Wawona Street
- Class IV Separated Bikeway on Main Street from Wawona Street to the Westbound State Route 120 Ramps, continuing south of the SR 120 interchange with a Class I Bike Path
- Class II Bike Lane on Garfield Street from North Street (Needs adjustment given the recently completed partial street closure on Garfield Avenue)
- Class II Bike Lane on Center Street from Acacia Avenue to Fremont Street
- Class II Bike Lane on Yosemite Avenue from Walnut Avenue to Main Street and from Spreckels Avenue to Austin Road to complete the Yosemite Avenue Bike Lanes
- Crossing Improvements along Moffat Boulevard, Yosemite Avenue, and Center Street
- New sidewalks on the southern side of Spreckels Ave from Phoenix Drive to Moffat Avenue
- New sidewalks on Grant Avenue connecting Yosemite Avenue and the Transit Center
- New sidewalks on the streets bounded by Main Street, the railroad tracks, and State Route 120, including portions of Wetmore Street and Industrial Park Drive.



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- | | | | |
|--|---|--|--|
|  Manteca Transit Center |  Planned Class I Bike Path |  Planned Class III Bike Route |  Railroad |
|  Planned Crossing Improvement |  Planned Class II Bike Lane |  Planned Class IV Separated Bikeway |  Parks |
| |  Planned Class II Buffered Bike Lane |  Planned Sidewalk | |



Figure 7
Planned Bicycle and Pedestrian Facilities

3.2 Planned Transit Service & Facilities

3.2.1 Manteca Transit Routes

As Manteca Transit is observing roughly 70% of its 2019 pre-COVID ridership, no additional routes or deviations from current routes are planned in the near future. The recent initiative to offer free transit rides to high school students has successfully increased ridership on some routes, with plans to extend to free service to middle school students (meeting with Juan Portillo, February 23, 2022).

3.2.2 ACE Extension Projects and Manteca Station

The Altamont Corridor Express (ACE) has several current projects under its Valley Rail Program, with the overarching plan of extending ACE service northward to Sacramento and southward to Merced, as well as the expansion of the San Joaquin train service between the San Joaquin Valley and Sacramento. Projects include the ACE Extension Lathrop to Ceres/Merced Project and the Valley Rail Sacramento Extension Project. A map of the ACE extension to Ceres and Merced is shown below.



Source: <https://acerail.com/wp-content/uploads/Project-Map-04212021.pdf>

As of August 2022, a 30% design plan for the Manteca ACE Station has been completed (shown in **Figure 8**). The station/platform is scheduled to be constructed in 2023 with one train in each direction daily after opening, before adding more trains to the schedule.

The proposed site plan of the Manteca ACE station and platform includes the following design features:

- The ACE train platform, including a concrete pad between tracks for the southbound train and a landscaped outcropping with pedestrian paths for the northbound train
- Continuation of the Tidewater Bike Trail, diverted for the train platform
- A total of 152 parking stalls, 34 on city property and 118 on San Joaquin Regional Rail Commission property
- Vehicular connection to the Manteca Transit Center Parking Lot

Figure 8. Manteca ACE Train Platform Design



3.3 Planned Roadway Improvements & Projected Traffic Volumes

The Manteca PFIP and Manteca General Plan do not include any road widening of Main Street, Yosemite Avenue, and Moffat Boulevard within the study area. To perform a preliminary check of if the existing roadway capacity could lead to congestion issues in the future, projected traffic volumes were pulled from the 2040 City of Manteca, Lathrop, and Ripon Travel Forecasting Model.

The Interim Year 2040 Travel Forecasting Model was developed based on expected future land use and transportation network for the City of Manteca and adjacent areas in 2040. Similar to other cities in the Central Valley region, the City of Manteca is projecting large amount of growth for both housing and employment in the General Plan Buildout scenarios. The Interim Year 2040 model scenario was developed in coordination with Manteca to ensure that the TFM represents market-based demand for future growth in both housing and employment, therefore not under or over estimating traffic demand volumes. The City of Manteca 2040 land use inputs were developed based on the City of Manteca's approved and anticipated projects that will be constructed and occupied by year 2040. Traffic volumes pulled directly from the model are purely meant to give a cursory glance at future traffic volumes.

Table 2 shows daily volume projections from the Manteca Interim Year 2040 travel forecasting model and corresponding segment level of service (LOS) estimates. All segments are projected to have a segment LOS of C or better. It should be noted that segment LOS is distinct from intersection LOS.

Table 2. Projected 2040 Roadway Level of Service

Road Segment	Daily Volume	Lanes	Segment LOS
S Main Street between Yosemite Avenue and Moffat Boulevard	19,800	4	C
Moffat Boulevard between S Main Street and Grant Avenue	4,200	2	C
Yosemite Avenue between Sherman and Garfield	15,900	2	C

Source: Fehr & Peers. 2022.

3.4 Infill Opportunities Assessment

De Novo Planning Group performed a preliminary assessment of land use, development, and demographics in the Manteca Transit Center study area. This analysis provides the information necessary to evaluate opportunities for infill development. In terms of demographic information, in 2022, 28.9% of the population in the area is 19 years and younger and over half of the persons in the area are of Hispanic origin.

As the De Novo report shows, several vacant and underutilized opportunity sites exist in central Manteca, including parcels along Grant Avenue and Yosemite Avenue. Notably, the unincorporated "opportunity zone" bounded by Bessemer Avenue, Moffat Boulevard, and Industrial Park Drive has the potential to become a "transit-oriented development" through the creation of a walkable/bikeable, pedestrian-oriented, mixed-use community to those hoping to regularly utilize ACE train service.

Appendix A: Existing Land Use, Development, and Demographics Report

This report examines the land use and development patterns, demographic and socioeconomic trends, and housing characteristics of the Manteca Downtown Transit Planning Area. The information and analysis is intended to inform the Downtown Transit planning effort process by providing context and a baseline of existing land use, demographic, and housing development information.

The information in this report is specific to the Downtown Transit Planning Area, which is an 859-acre area centered around Manteca's Downtown.

As shown in Figure 1, the Downtown Transit Planning Area extends from Alameda Street to the north to Walnut and Locust Avenues to the west, and Wawona Street down to Industrial Park along the southern border. The eastern border goes from Fremont Street in the northern portion of the area, to South Powers Street and extending further east to include the single family residential neighborhood ending just east of Cowell Avenue to Spreckels Ave.

The Downtown Transit Planning Area includes Manteca's core downtown along Yosemite Avenue from approximately Powers Ave to Pierce Ave and extends one to two blocks to the north and south along this corridor. Residential neighborhoods are located throughout the area, with the majority of residential development in the western and northern portions of the Planning Area, generally outside of the Downtown core area.

The Tidewater Parkway extends diagonally throughout the Planning Area from the northwest to the southeast, generally following the railroad tracks.

Building footprints in the Downtown Planning Area are shown in Figure 2. Public features in the Downtown Transit Planning Area include:

- Manteca Transit Center
- Manteca High School
- Lincoln School
- Sequoia Elementary School
- Baccilerri Park
- Hildebrand Park
- Lincoln Park and Lincoln Pool
- Manteca BMX Park
- Manteca Skateboard Park
- McGinnish Park
- Southside Park

LAND USE AND DEVELOPMENT

This section describes land use and development patterns in the Downtown Transit planning area, including General Plan land use designations and assessed uses.

Land Use Designations

Land use designations for the City's adopted General Plan and proposed Draft General Plan are shown in Figures 3 and 4, respectively, and summarized in Table 1. The City is in the process of updating its General Plan and anticipates adopting the General Plan Update in 2022.

As shown in Table 1, lands designated for residential use under the proposed Draft General Plan represent the largest proportion (39%), followed by mixed use designations (27%), and public and quasi-public designation (23%).

Table 1: Proposed Land Use Designations				
Land Use Designation	Adopted General Plan		Proposed General Plan	
	Acres	Percent	Acres	Percent
Residential				
Low Density Residential (LDR)	223.3	32%	191.0	28%
Medium Density Residential (MDR)	63.5	9%	57.0	8%
High Density Residential (HDR)	31.8	5%	23.3	3%
<i>Subtotal</i>	<i>318.6</i>	<i>46%</i>	<i>271.3</i>	<i>39%</i>
Mixed Use				
Commercial Mixed Use (CMU)	74.1	11%	46.1	7%
Downtown (DW)	-	0%	137.1	20%
<i>Subtotal</i>	<i>74.1</i>	<i>11%</i>	<i>183.2</i>	<i>27%</i>
Commercial				
Commercial (C)	-	0%	17.9	3%
General Commercial (GC)	26.0	4%	-	0%
Neighborhood Commercial (NC)	14.2	2%	-	0%
<i>Subtotal</i>	<i>40.2</i>	<i>6%</i>	<i>17.9</i>	<i>3%</i>
Industrial				
Heavy Industrial (HI)	8.8	1%	-	0%
Light Industrial (LI)	97.8	14%	-	0%
Industrial (I)	-	0%	58.4	8%
<i>Subtotal</i>	<i>106.6</i>	<i>15%</i>	<i>58.4</i>	<i>8%</i>
Public and Quasi-Public				
Park (P)	26.9	4%	40.3	6%
Public/Quasi-Public (PQP)	123.3	18%	118.6	17%
Right-of-Way	-	%	0.1	<1%
<i>Subtotal</i>	<i>150.2</i>	<i>22%</i>	<i>159</i>	<i>23%</i>
Grand Total	689.7	100%	689.7	100%

SOURCE: CITY OF MANTECA GIS, 2022; DE NOVO PLANNING GROUP, 2022.

NOTE: TOTALS MAY NOT ADD TO 100% DUE TO ROUNDING

Assessed Uses

The San Joaquin County Office of the Assessor reviews and identifies existing land uses for all parcels within the County. Figure 5 identifies the current assessed land uses within the Downtown Transit Planning Area. Table 2 summarizes the assessed land uses by category and specific use type. As shown in Table 2, the majority of parcels (1,869 parcels) and the largest proportion of existing assessed uses in the Downtown Transit Planning Area is residential (47%), followed by government (23%), and commercial uses (12%). Only a limited amount of sites are identified as vacant (29.7 acres or 4%).

Table 2: Assessed Uses			
Assessed Use	Acres	Percent of Total	Number of Parcels
Agriculture			
Irrigated	35.9	5%	2
<i>Subtotal</i>	<i>35.9</i>	<i>5%</i>	<i>2</i>
Commercial			
Automotive	20.2	3%	28
Church	8.6	1%	15
Food Service	4.0	1%	15
Medical	4.8	1%	16
Office	7.7	1%	31
Other	8.6	1%	34
Recreation	3.1	0%	6
Retail	20.6	3%	79
Retail/Office	3.6	1%	12
<i>Subtotal</i>	<i>81.2</i>	<i>12%</i>	<i>236</i>
Government			
City	36.1	5%	36
County	0.6	0%	3
Federal	0.4	0%	1
School	70.3	10%	13
Utility	48.4	7%	30
<i>Subtotal</i>	<i>155.8</i>	<i>23%</i>	<i>83</i>
Industrial			
Light	13.2	2%	8
Other	1.3	0%	3
Warehouse/Storage	41.1	6%	25
<i>Subtotal</i>	<i>55.6</i>	<i>8%</i>	<i>36</i>
Not Assigned			
Not Assigned	7.0	1%	48
Residential			
Common Area	2.0	0%	1
Mobile Home	5.2	1%	5
Multi-Family	71.6	10%	308

Table 2: Assessed Uses

Assessed Use	Acres	Percent of Total	Number of Parcels
Single Family	245.6	36%	1,555
<i>Subtotal</i>	<i>324.4</i>	<i>47%</i>	<i>1,869</i>
Vacant			
Commercial	7.8	1%	28
Government	17.4	3%	5
Industrial	3.1	0%	6
Residential	1.5	0%	4
<i>Subtotal</i>	<i>29.7</i>	<i>4%</i>	<i>43</i>
Total	689.6	100%	2,317

SOURCE: SAN JOAQUIN COUNTY ASSESSOR DATA, 2022; CITY OF MANTECA GIS, 2022; DE NOVO PLANNING GROUP, 2022.

Pending and Proposed Projects

Pending and proposed projects in the Downtown Transit Planning Area are primarily commercial and industrial in nature. Figure 6 identifies the location of pending and proposed projects in the Downtown Transit Planning Area as well as projects in the vicinity. As shown in Table 3, there are no residential developments pending or proposed in the Downtown Transit Planning Area. Proposed projects include commercial projects (offices and services) involving 49,310 square feet of development, 39,265 square feet of industrial (warehouse and associated uses), and 22,500 square feet of public/quasi-public (religious/institutional uses).

Table 3: Pending and Proposed Projects

Project	Square Feet
Residential	
No pending/proposed projects	0
Non-residential	
<i>Commercial</i>	
BBVA Bank - ATM Install	18,410
Deaf Puppy Comedy Club	8,400
Raymus Development Office Building	9,280
<i>Industrial</i>	
E. Wetmore Office and Warehouse	25,921
Warehouse Remodel and Conversion	13,344
<i>Public/Quasi-Public</i>	
St Anthony Church Parking Expansion	22,500

SOURCE: CITY OF MANTECA GIS, 2022; DE NOVO PLANNING GROUP, 2022.

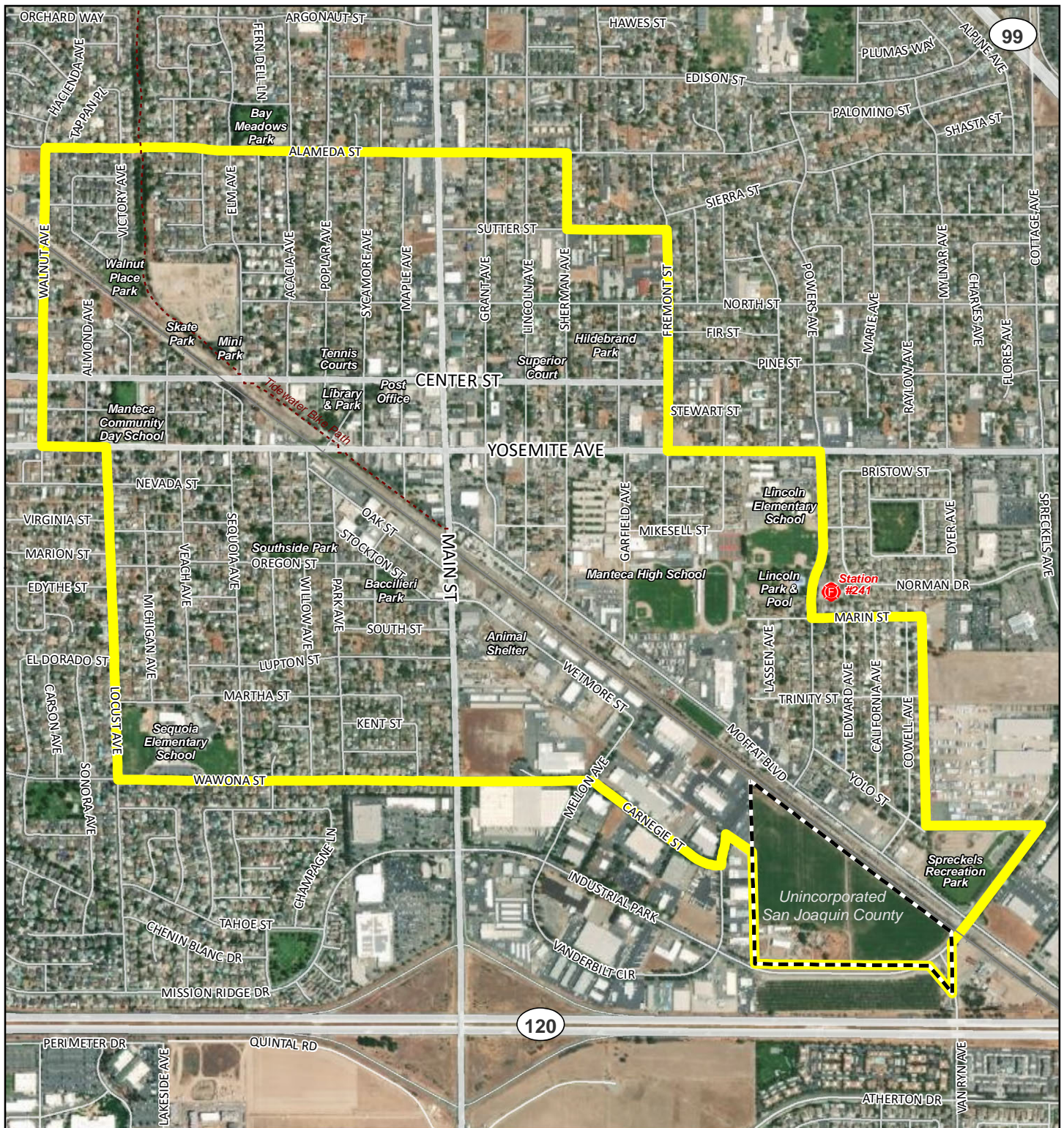
Growth Projection by Proposed Land Use

The Draft General Plan envisions growth with a range of uses in the Downtown Transit Planning Area. Figure 4 identifies the proposed Draft General Plan land use designations for the area and Figure 7 highlights the vacant and underutilized parcels with infill development opportunities. These sites provide opportunities for residential, mixed use, commercial, and industrial development in the Planning Area.

As summarized in Table 4, approximately 749 new dwelling units would be accommodated under the proposed Draft General Plan. This includes 53 single family units and 71 multifamily units in residential designations, 628 multifamily units in mixed use designations, and 9 multifamily units in commercial and industrial designations and a net removal of 12 single family units in the mixed use designations. New non-residential development would total approximately 511,000 square feet. This would include 353,704 commercial square feet and 114,112 office square feet in mixed use designations and 27,486 square feet in commercial designations, and 24,532 square feet in industrial designations. A modest amount of agricultural development and other types of development would be removed.

Table 4: Growth Projections by Proposed Land Use Designation									
Proposed General Plan Land Use Designation	Dwelling Units			Non-Residential Square Feet					
	Single Family	Multifamily	Total	Agricultural	Commercial	Industrial	Office	Other	Total
Residential									
Low Density Residential	8	0	8	0	0	0	0	0	0
Medium Density Residential	46	67	113	0	0	0	0	-907	-907
High Density Residential	-1	4	3	0	0	0	0	0	0
<i>Subtotal</i>	<i>53</i>	<i>71</i>	<i>124</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>-907</i>	<i>-907</i>
Mixed Use									
Downtown	-11	196	185	0	126,660	0	51,056	0	177,716
Commercial Mixed Use	-1	432	431	-1,456	227,044	-5,404	63,066	-1,568	281,682
<i>Subtotal</i>	<i>-12</i>	<i>628</i>	<i>616</i>	<i>-1,456</i>	<i>353,704</i>	<i>-5,404</i>	<i>114,122</i>	<i>-1,568</i>	<i>459,398</i>
Commercial and Industrial									
Commercial	0	11	11	0	31,101	0	0	0	31,101
Industrial	0	-2	-2	0	-3,615	24,532	0	0	20,917
<i>Subtotal</i>	<i>0</i>	<i>9</i>	<i>9</i>	<i>0</i>	<i>27,486</i>	<i>24,532</i>	<i>0</i>	<i>0</i>	<i>52,018</i>
Total	41	708	749	-1,456	381,190	19,128	114,122	-2,475	510,509

SOURCE: CITY OF MANTECA GIS, 2022; DE NOVO PLANNING GROUP, 2022.

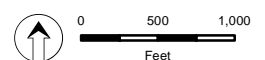


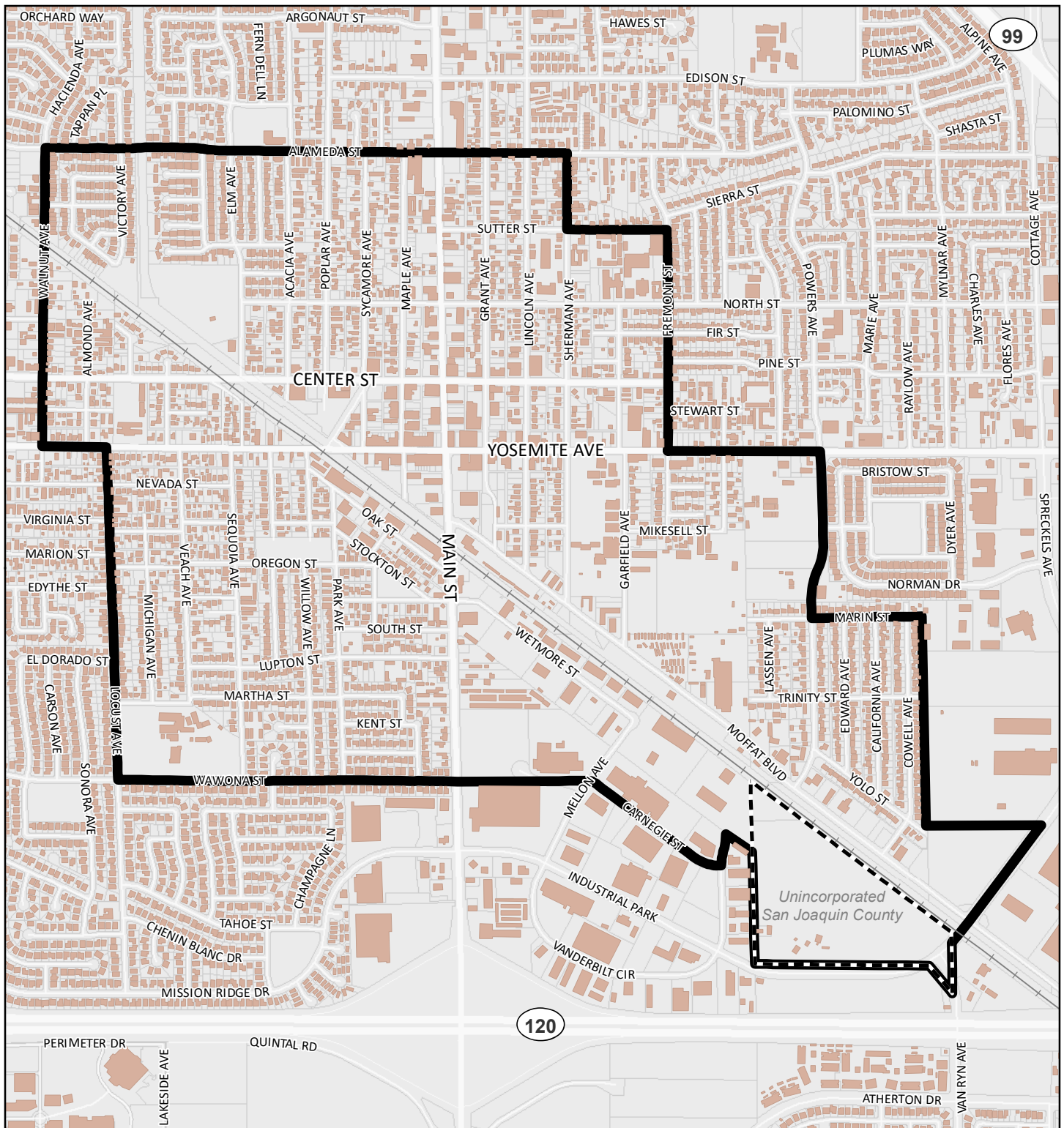
MANTECA DOWNTOWN PLAN

LEGEND




- Manteca Downtown Plan Area
- City Limits

Figure 1
Aerial View



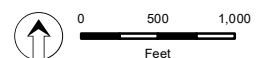


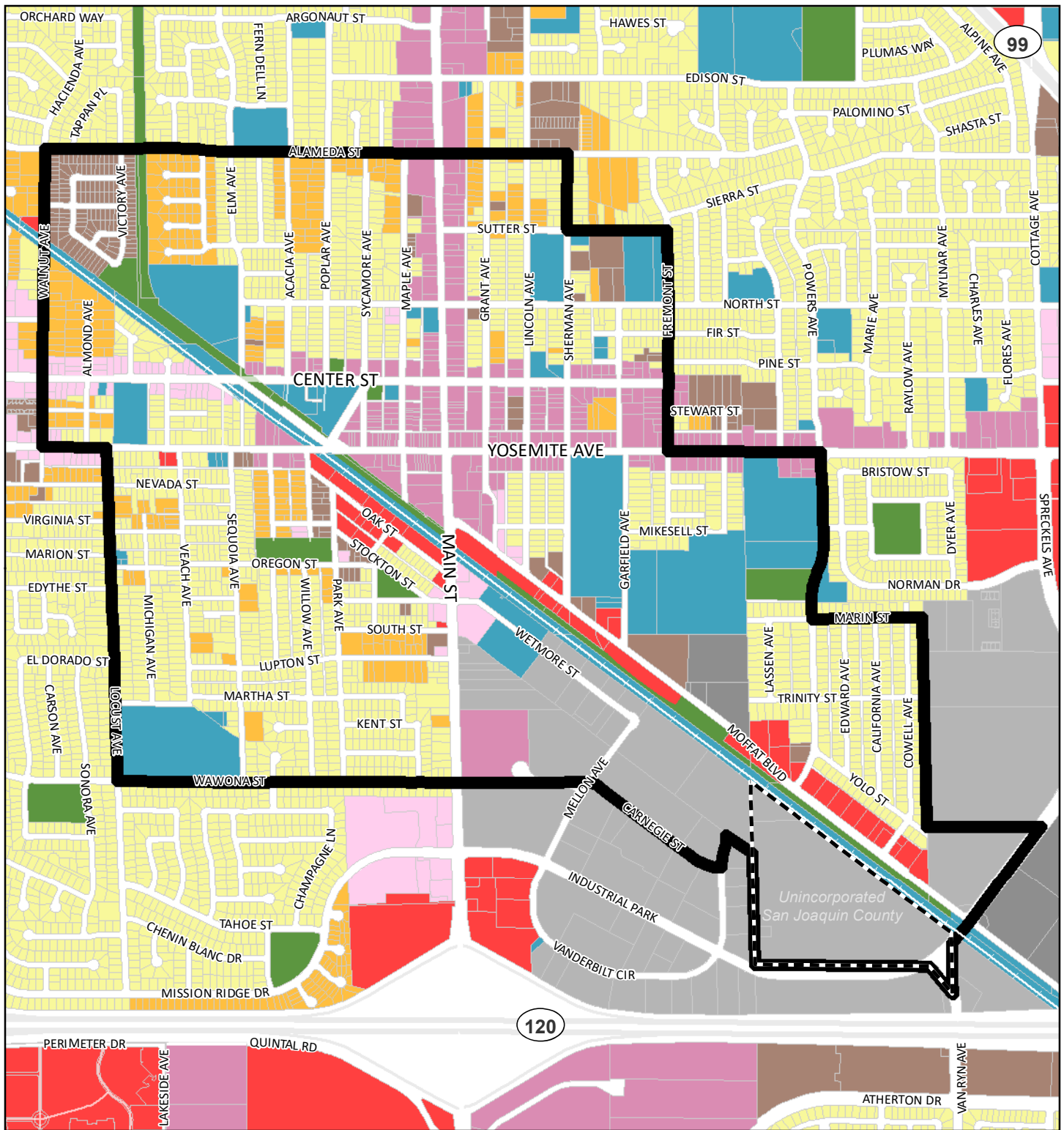
LEGEND

-  Manteca Downtown Plan Area
-  City Limits
-  Building Footprint













MANTECA DOWNTOWN PLAN

Figure 2
Building Footprints



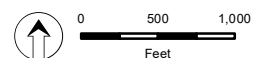


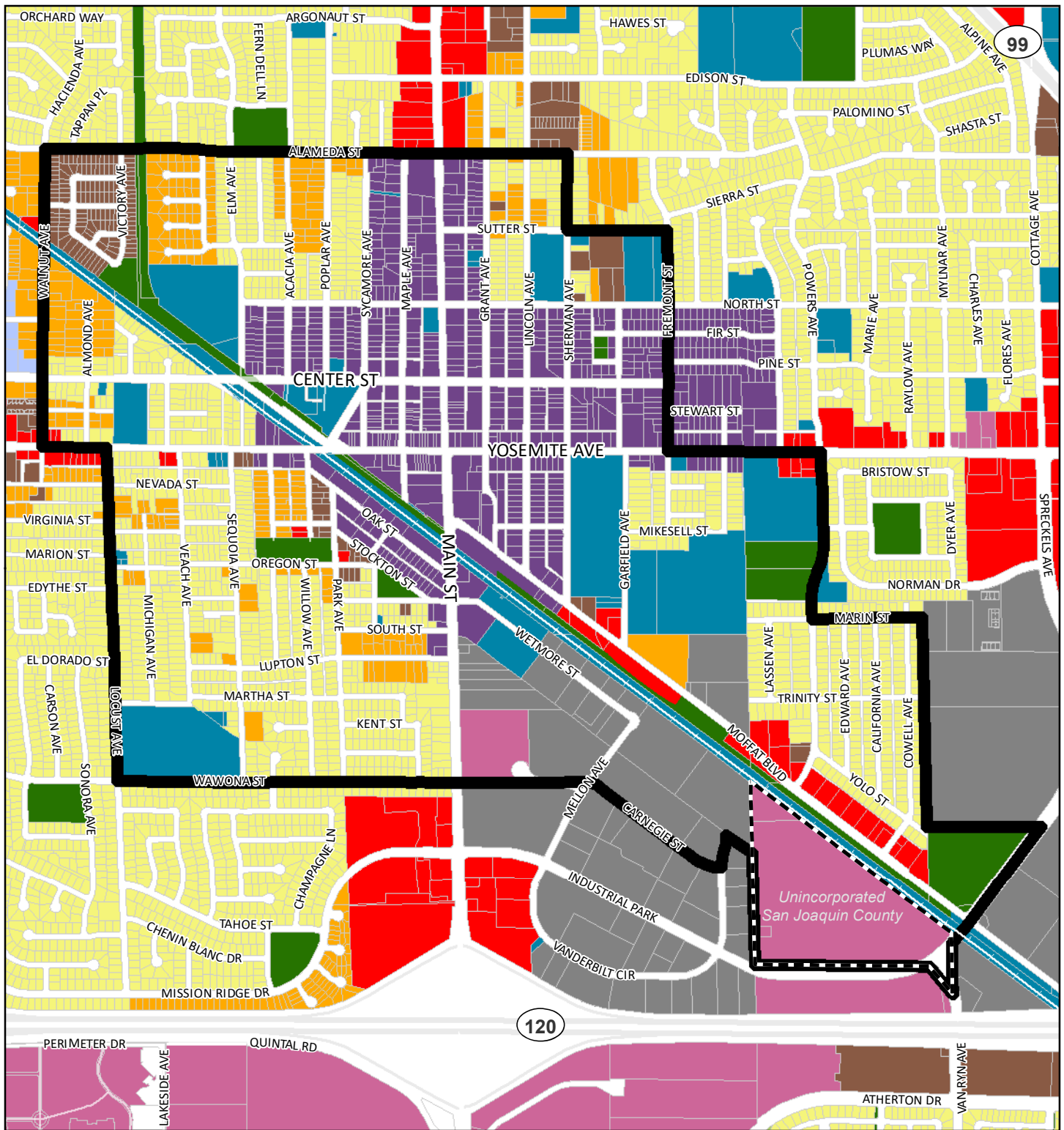
LEGEND

- | | |
|--|--|
|  Manteca Downtown Plan Area |  MDR - Medium Density Residential |
|  City Limits |  HDR - High Density Residential |
|  NC - Neighborhood Commercial |  LI - Light Industrial |
|  CMU - Commercial Mixed Use |  HI - Heavy Industrial |
|  GC - General Commercial |  P - Park |
|  LDR - Low Density Residential |  PQP - Public/Quasi-Public |

MANTECA DOWNTOWN PLAN

Figure 3
Adopted General Plan Map



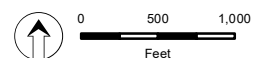


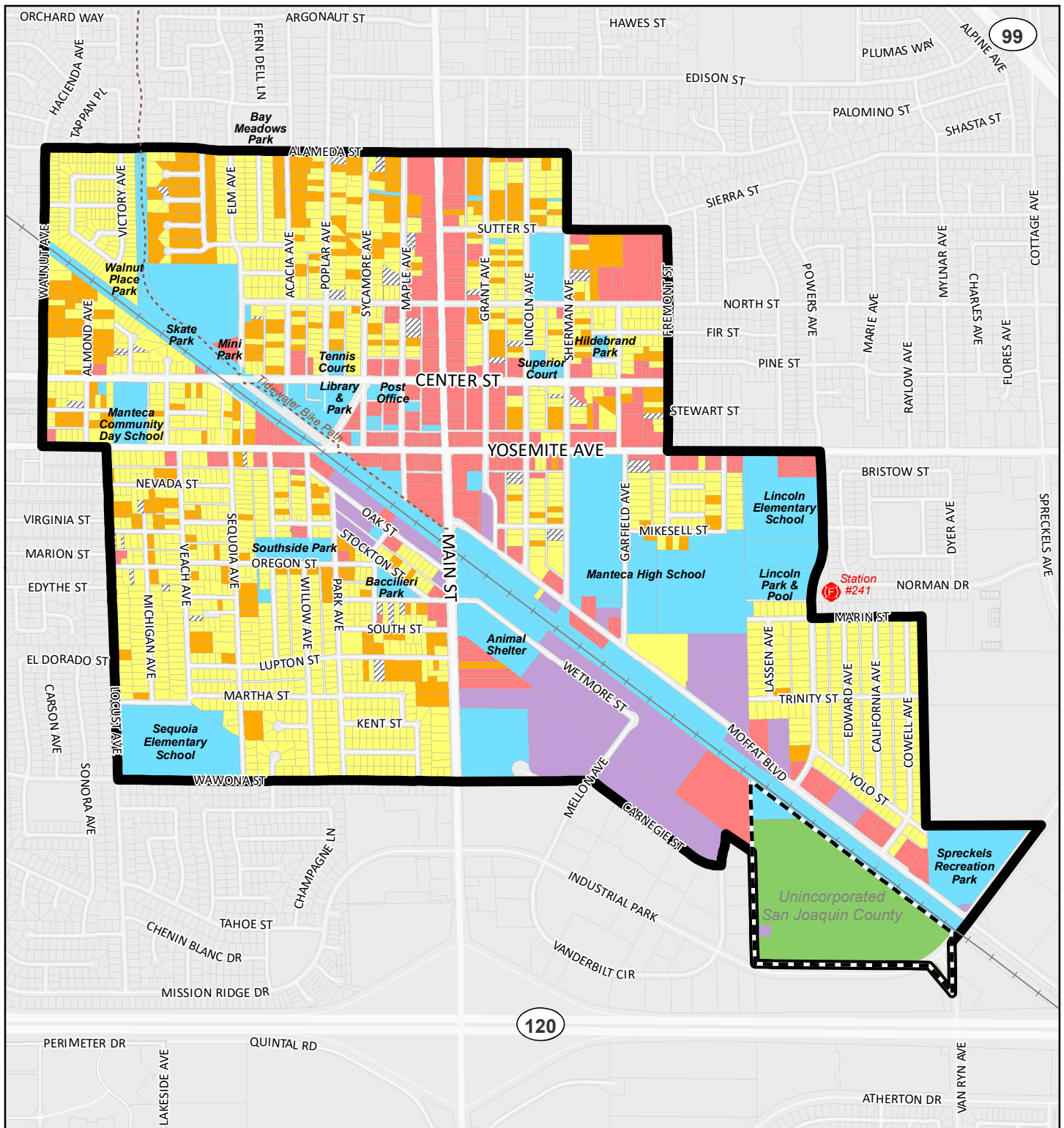
LEGEND

- Manteca Downtown Plan Area
- City Limits
- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- C - Commercial
- CMU - Commercial Mixed Use
- DW - Downtown
- BP - Business Professional
- PQP - Public/Quasi-Public
- P - Park
- OS - Open Space
- I - Industrial

MANTECA DOWNTOWN PLAN

Figure 4
Proposed General Plan Map



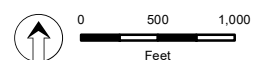


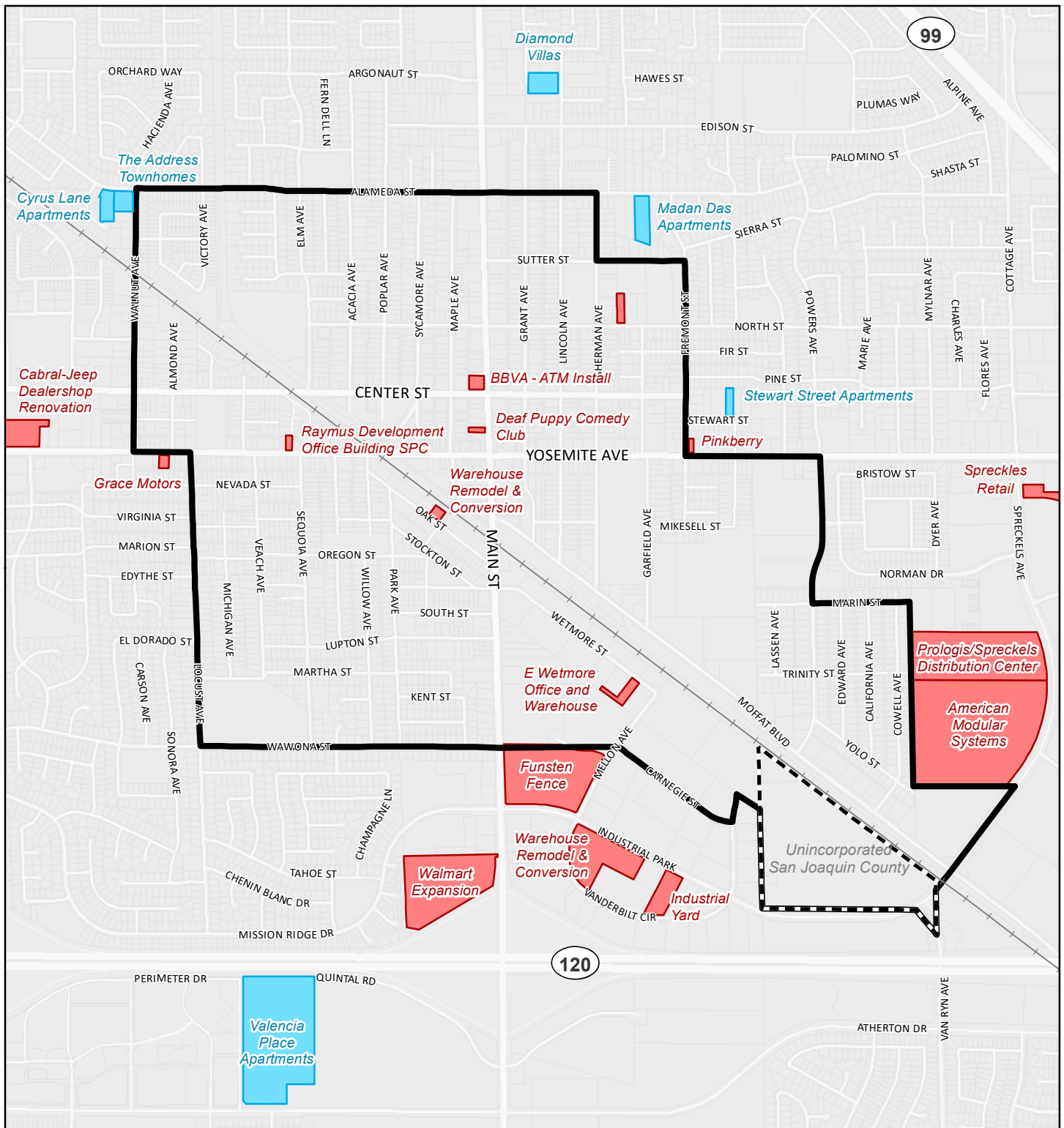
LEGEND

	Manteca Downtown Plan Area		Commercial
	City Limits		Industrial
	Agriculture		Government
	Residential Single Family		Not Assigned
	Residential Multi-Family		

MANTECA DOWNTOWN PLAN

Figure 5
Assessed Uses



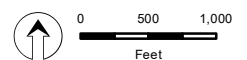


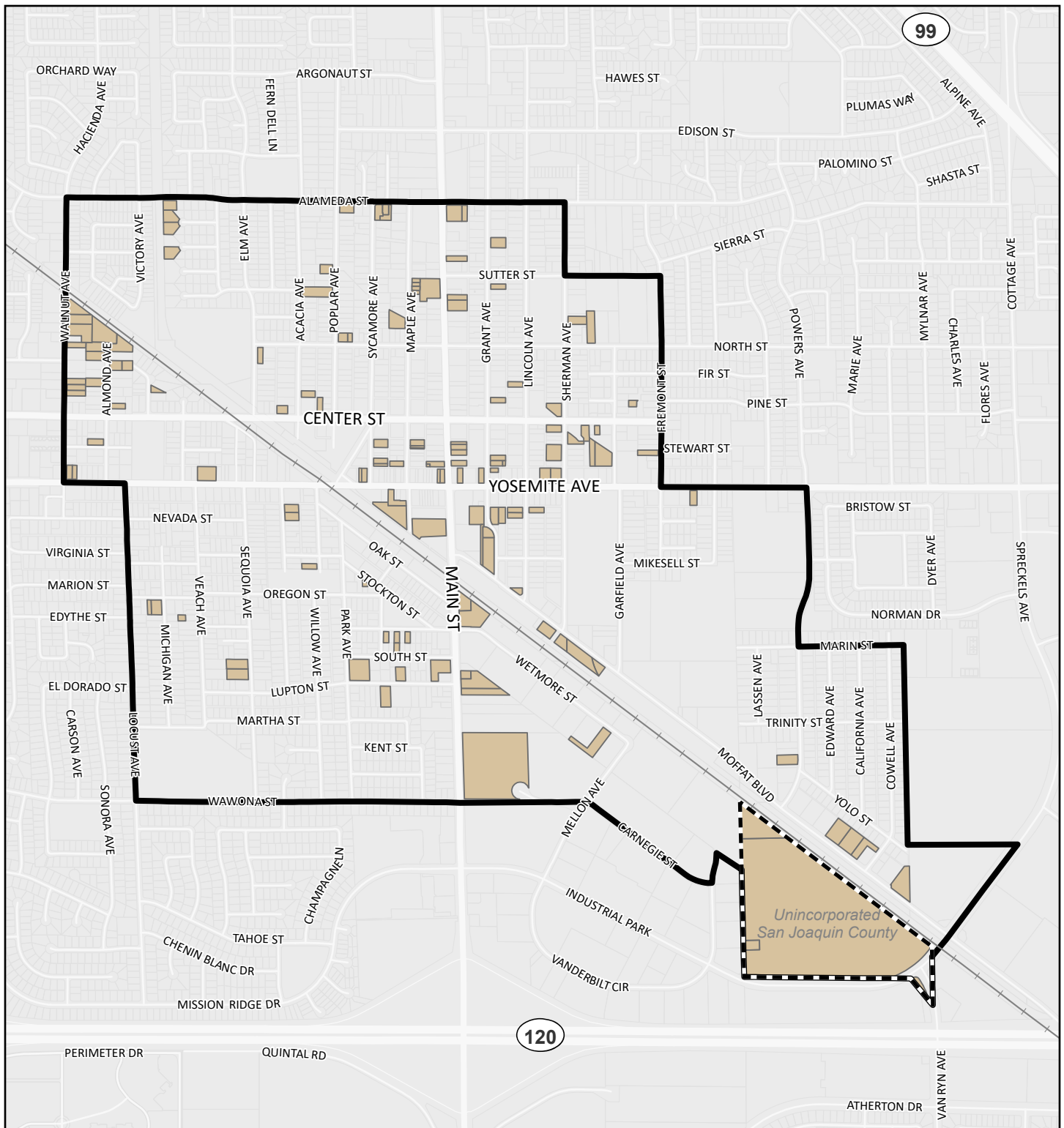
LEGEND

- Manteca Downtown Plan Area
- City Limits
- Commercial Projects
- Residential Projects




MANTECA DOWNTOWN PLAN

Figure 6
Pending and Proposed Projects



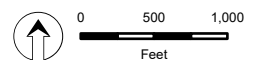


LEGEND

-  Manteca Downtown Plan Area
-  City Limits
-  Vacant and Underutilized Parcels

MANTECA DOWNTOWN PLAN

Figure 7
Vacant and Underutilized Opportunity Sites



DEMOGRAPHICS

The Downtown Transit Planning Area does not align with any Census Tracts or Census Block Groups, which are geographic subareas of a city or county that are frequently used to examine demographic conditions at a finer scale than citywide. Therefore, population and households for the Planning Area in 2020 are estimated based on a special aggregation of ESRI data and age, race, income, and household characteristics for the Downtown Transit Planning Area are summarized based on the data for a one-mile radius from the center of the area (referred to as the Planning Radius).

Population and Households

In 2020, there were approximately 8,036 persons residing in the Downtown Transit Planning Area and 2,559 households in this area.

Age

Table 5 summarizes the population age by percent for 2022 and 2027 for the Planning Radius, as well as median age. The median age in the Planning Radius has risen from 32.4 years in 2010 to 33.3 years in 2020 and is projected to continue rising to reach 33.7 years in 2027. In 2022, 28.9% of the population in the area is 19 years and younger, 23.8% is 20 to 34, 35.0% is 35 to 65, and 12.4% is over 65.

Table 5: Age Trends for the Population by Percent (2022)			
Population by Age	Census 2010	2022 Estimate	2027 Projection
0 - 4	8.6%	7.8%	8.0%
5 - 9	7.7%	7.5%	7.6%
10 - 14	7.9%	7.1%	7.4%
15 - 19	7.9%	6.5%	6.5%
20 - 24	7.1%	7.2%	6.3%
25 - 34	14.2%	16.6%	16.4%
35 - 44	13.2%	12.4%	13.8%
45 - 54	14.2%	11.1%	10.3%
55 - 64	9.3%	11.5%	10.1%
65 - 74	5.3%	7.4%	7.8%
75 - 84	3.2%	3.6%	4.3%
85+	1.4%	1.4%	1.4%
Median Age	32.4	33.3	33.7

SOURCE: ESRI FORECASTS FOR 2022 AND 2027. U.S. CENSUS BUREAU 2010 DECENNIAL CENSUS DATA CONVERTED BY ESRI INTO 2020 GEOGRAPHY.

Race

A range of races and ethnicities are represented in the Planning Radius. Table 6 summarizes races and Hispanic ethnicity by percent for 2022 and 2027 for the Planning Radius. In 2022, over half of the persons in the Planning Area are of Hispanic origin, 40.1% of persons are White, 16.9% are two or

more races, 6.3% are Asian, 3.5% are Black, 2.3% are American Indian, 0.7% are Pacific Islander, and 30.2% are other races.

Table 6: Race and Ethnicity Trends for the Population by Percent (2022)			
Race and Ethnicity	Census 2010	2022 Estimate	2027 Projection
White Alone	62.6%	40.1%	37.3%
Black Alone	3.0%	3.5%	3.6%
American Indian Alone	1.5%	2.3%	2.5%
Asian Alone	3.6%	6.3%	6.8%
Pacific Islander Alone	0.3%	0.7%	0.7%
Some Other Race Alone	23.1%	30.2%	31.9%
Two or More Races	6.0%	16.9%	17.2%
Hispanic Origin (Any Race)	45.8%	53.4%	54.2%

SOURCE: ESRI FORECASTS FOR 2022 AND 2027. U.S. CENSUS BUREAU 2010 DECENNIAL CENSUS DATA CONVERTED BY ESRI INTO 2020 GEOGRAPHY.

Household Characteristics

The U.S. Census reports an average household size of 3.13 in Manteca in 2022. Citywide, 65.2% of households own their home and 34.8% rent in 2022. Table 7 summarizes the average household size and ratio of owner and renter occupied units in the Planning Radius. In the Planning Radius, the average household size is approximately 2.98 persons. Approximately 48% of households own their home and 52% rent in the Planning Radius; the ownership and renter rates have remained stable over the past decade and are projected to remain stable.

Table 7: Household Characteristics by Percent (2022)			
Characteristic	Census 2010	2022 Estimate	2027 Projection
Average Household Size	2.98	2.98	2.98
Owner Occupied Housing Units	49%	48%	48%
Renter Occupied Housing Units	51%	52%	52%

SOURCE: ESRI FORECASTS FOR 2022 AND 2027. U.S. CENSUS BUREAU 2010 DECENNIAL CENSUS DATA CONVERTED BY ESRI INTO 2020 GEOGRAPHY.

Income

The U.S. Census reports a median household income of \$78,846 and a per capita income of \$30,511 in the City of Manteca in 2022. Table 8 summarizes household income ranges by percent for 2022 and 2027 for the Planning Radius, as well as median household income, average household income, and per capita income. In the Planning Radius, the median household income is \$62,216 – 21% less than statewide and the per capita income is \$27,001 – 12% less than statewide.

Table 8: Household Income Trends by Percent (2022)

Households by Income	2022 Estimate	2027 Projection
<\$15,000	5.8%	4.2%
\$15,000 - \$24,999	7.4%	5.6%
\$25,000 - \$34,999	8.5%	7.2%
\$35,000 - \$49,999	15.4%	11.7%
\$50,000 - \$74,999	21.9%	21.0%
\$75,000 - \$99,999	13.7%	13.6%
\$100,000 - \$149,999	17.3%	22.0%
\$150,000 - \$199,999	6.4%	9.3%
\$200,000+	3.7%	5.4%
Household Income Characteristics		
Median Household Income	\$62,216	\$75,372
Average Household Income	\$83,304	\$100,000
Per Capita Income	\$27,001	\$32,343

DATA NOTE: INCOME IS EXPRESSED IN CURRENT DOLLARS.

SOURCE: ESRI FORECASTS FOR 2022 AND 2027. U.S. CENSUS BUREAU 2010 DECENNIAL CENSUS DATA CONVERTED BY ESRI INTO 2020 GEOGRAPHY.

Household Spending Potential

Table 9 summarizes the average amount spent by household and total amount spent for the Planning Area and identifies the Spending Potential Index for the Planning Radius. The Spending Potential Index is household-based, and represents the amount spent for a product or service relative to a national average of 100.

Table 9: Household Spending Potential and Budget Expenditures

Category	Spending Potential Index	Average Amount Spent	Total Amount Spent	Percent
Total Expenditures	80	\$71,683.30	\$419,849,079	100.0%
Food	81	\$8,466.44	\$49,587,920	11.8%
<i>Food at Home</i>	80	\$4,963.06	\$29,068,617	6.9%
<i>Food Away from Home</i>	81	\$3,503.38	\$20,519,303	4.9%
Alcoholic Beverages	78	\$555.19	\$3,251,732	0.8%
Housing	81	\$23,199.55	\$135,879,755	32.4%
<i>Shelter</i>	82	\$18,680.17	\$109,409,783	26.1%
<i>Utilities, Fuel and Public Services</i>	80	\$4,519.37	\$26,469,972	6.3%
Household Operations	79	\$1,982.45	\$11,611,234	2.8%
Housekeeping Supplies	79	\$702.68	\$4,115,611	1.0%
Household Furnishings and Equipment	80	\$2,038.26	\$11,938,114	2.8%
Apparel and Services	80	\$1,934.76	\$11,331,876	2.7%

Transportation	81	\$8,356.06	\$48,941,449	11.7%
Travel	79	\$2,269.68	\$13,293,500	3.2%
Health Care	77	\$5,462.31	\$31,992,767	7.6%
Entertainment and Recreation	78	\$2,852.29	\$16,705,851	4.0%
Personal Care Products & Services	80	\$817.86	\$4,790,192	1.1%
Education	80	\$1,576.19	\$9,231,718	2.2%
Smoking Products	76	\$332.46	\$1,947,204	0.5%
Lotteries & Pari-mutuel Losses	74	\$43.83	\$256,690	0.1%
Legal Fees	77	\$139.76	\$818,550	0.2%
Funeral Expenses	76	\$71.34	\$417,855	0.1%
Safe Deposit Box Rentals	70	\$3.68	\$21,576	0.0%
Checking Account/Banking Service Charges	83	\$30.12	\$176,441	0.0%
Cemetery Lots/Vaults/Maintenance Fees	69	\$9.76	\$57,190	0.0%
Accounting Fees	78	\$97.77	\$572,621	0.1%
Miscellaneous Personal Services/Advertising/Fines	80	\$68.13	\$399,038	0.1%
Occupational Expenses	79	\$52.24	\$305,946	0.1%
Expenses for Other Properties	68	\$81.40	\$476,735	0.1%
Credit Card Membership Fees	83	\$8.19	\$47,981	0.0%
Shopping Club Membership Fees	81	\$36.03	\$211,015	0.1%
Support Payments/Cash Contributions/Gifts in Kind	78	\$2,126.53	\$12,455,071	3.0%
Life/Other Insurance	74	\$506.90	\$2,968,900	0.7%
Pensions and Social Security	79	\$7,479.59	\$43,807,961	10.4%

DATA NOTE: DETAIL MAY NOT SUM TO TOTALS DUE TO ROUNDING.

SOURCE: ESRI FORECASTS FOR 2022 AND 2027; CONSUMER SPENDING DATA ARE DERIVED FROM THE 2018 AND 2019 CONSUMER EXPENDITURE SURVEYS, BUREAU OF LABOR STATISTICS.

Housing Units

Table 10 summarizes housing units by type for the Downtown Transit Planning Area. As shown in Table 10, there are approximately 2,606 housing units in the Planning Area, with detached single family homes representing the majority of units (75%), followed by attached single family units (6%), duplex (5%) and triplex and fourplex units (5%).

Table 10: Housing Units by Type (2022)		
Unit Type	Number	Percent
Detached single family	1,952	4.2%
Attached single family	159	5.6%
2 units in structure	132	7.2%
3 or 4 units in structure	124	11.7%
5 to 9 units in structure	108	21.0%
10 to 19 units in structure	80	13.6%
20 to 49 units in structure	17	22.0%
Mobile homes	34	9.3%

SOURCE: ARCGISPRO, 2022

Vacancy

In 2022, an estimated 298 (4.8%) of housing units are vacant.