

Spring 2023

# South Stockton Community Engagement Training

## Follow-Up Technical Assistance for the Community Pedestrian and Bicycle Safety Training



Berkeley SafeTREC

Funding for this program is provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

# Introduction

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The Community Pedestrian and Bicycle Safety Training program ([CPBST](#)) is a statewide project of California Walks ([Cal Walks](#)) and UC Berkeley Safe Transportation Research and Education Center ([SafeTREC](#)) that utilizes the Safe System Approach to engage residents and safety advocates in the development of a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. The program also provides follow-up technical assistance to past CPBST sites to support the implementation of the action plans and recommendations outlined in their initial CPBST Summary and Recommendations Report.

In August of 2022, Cal Walks and SafeTREC (Project Team) hosted a CPBST with South Stockton residents, [Reinvent South Stockton Coalition](#), [Community Partnership For Families Of San Joaquin](#), [San Joaquin County Public Health Services](#), and [Safe Kids San Joaquin County](#). The CPBST's focus was to improve pedestrian and bicyclist safety in the Williams Brotherhood Park community. The full South Stockton CPBST Summary and Recommendation Report can be found in [Cal Walks' archive of past reports](#).

The 2022 CPBST identified walking and biking safety infrastructure needs existing in the Williams Brotherhood Park community, including a lack of bicycling infrastructure and limited bus routes with schedules that do not serve commuters well. Since the CPBST, the [Stockton Electric Bike Share Program](#) (Bike Stockton Program) launched, with plans to establish a hub at Williams Brotherhood Park in the summer of 2023. This hub will provide a new active transportation option to residents who live, work, and play near Williams Brotherhood Park. Along with the new hub, the program will also establish new bike infrastructure in the city, which became the main focus of the follow-up technical assistance conversations between the Planning Committee and the Project Team.

In a virtual training on March 24th, 2023, the Project Team provided follow-up technical assistance to the San Joaquin Council of Governments to aid in the establishment of a Bicycle and Pedestrian Advisory Committee (BPAC), a community recommendation developed through the South Stockton CPBST. A BPAC provides input to decision makers on bicycle and pedestrian projects, programs, and policies. Given the approaching launch date of the Stockton Electric Bike Share Program, the Project Team assembled a focus group comprised of public health professionals, community-based organizations, and transportation officials based in Stockton to obtain input from local experts and to better understand how the Bike Stockton Electric Bikeshare Program could serve the needs of the Williams Brotherhood Park community. Additionally, participants were able to learn about the role of the [Stockton Mobility Collective](#) in expanding the city's transportation options.

The Stockton Mobility Collective, a project of the San Joaquin Council of Governments (SJCOG), launched in April 2023 and aims to improve transportation options for residents looking for clean, affordable ways to travel to jobs, schools, healthcare, grocery stores, and other key destinations. Its top three priorities include the implementation of shared electric cars, the electric bikeshare program, and workforce development to reduce the cost burden of transportation where the need is greatest.

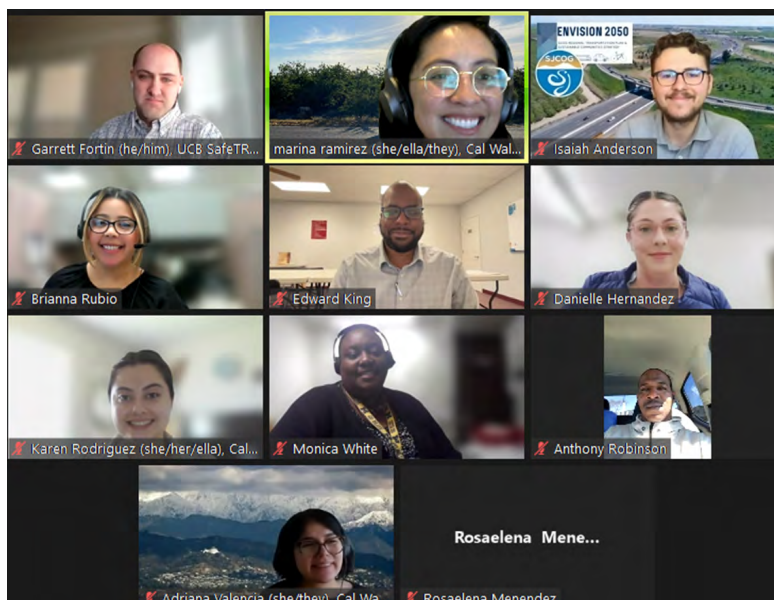
The Bike Stockton Electric Bikeshare Program launched in April 2023. It is funded by a \$7.4 million grant awarded to the [San Joaquin Council of Governments](#) by the State of California's [Sustainable Transportation Equity Project](#). The first of its kind in Stockton, the program consists of 105 pedal assist electric bicycles (electric bikes) available for use within the program's service zone. Residents aged 18 and over can use the [Vamos App](#) to locate electric bicycle hubs across the city and activate a bike.

This report summarizes the discussions and outcomes of the technical assistance training.

# South Stockton Community Engagement Training

The virtual training on March 24th, 2023 convened seven local stakeholders, including participants from San Joaquin County Public Health Services, San Joaquin Council of Governments, Community Partnership for Families of San Joaquin, and [The Echo Chamber Project](#). The goal of the training was to discuss the implementation of the Bike Stockton Program and opportunities for engagement and collaboration with the Stockton Mobility Collective. Staff from the [Institute for Local Government](#) provided crucial background information that supported the training, but were unable to attend the training itself.

The group reviewed other electric bike share programs in the state to learn about their development and implementation, including the [Santa Barbara EZ Bike Project](#) and the [GO SGV Program](#). The Santa Barbara EZ Bike Project, developed by the Santa Barbara County Association of Governments ([SBCAG](#)), allows local residents and commuters to test various models of electric bikes for free as a measure to reduce traffic and air pollution in Santa Barbara County. The [GO SGV Program](#), developed by the San Gabriel Valley Council of Governments ([SGVCOG](#)), was originally designed to use a traditional bike share model with fixed stations, but, given challenges with distances between housing and key destinations, the SGVCOG worked with [ActiveSGV](#) to embrace a more decentralized, long-term, electric-bike only approach.



Zoom participants from the March 24th training

# Community Concerns

During the training, attendees discussed concerns and challenges with the implementation of the Bike Stockton Electric Bike Share Program for the South Stockton community, including the Williams Brotherhood Park community.

## Safety:

- Participants were concerned with speeding drivers in South Stockton and the lack of bike lanes to keep bicyclists protected. South Stockton has among the highest concentrations of bicyclist deaths per capita in the state. From 2017 to 2021, there were 16 bicyclist fatalities in the San Joaquin County (Central)--Stockton City (South) PUMA (Public Use Microdata Area, a Census Bureau-defined region), a rate of more than 10 fatalities per 100,000 people.
- Concerns over the lack of biking infrastructure extend to the rest of the City as well.

## Utility:

- Annual members of the program are given 30 minutes free each day, but attendees noted that the time is too short for commuters to take round-trips in the community.
- All of the electric bikes have baskets in the front of the bike to carry groceries and other items, but none have a cargo attachment to carry larger items.

## Accessibility:

- Attendees were concerned that older adults or those without a smartphone would not be able to download and use the Vamos app, which is the only way to access the electric bikes.

## Program Recommendations

Training attendees proposed a number of potential solutions to the concerns outlined, which the Project Team compiled and expanded into the following recommendations:

1. The City of Stockton and San Joaquin County should improve active transportation infrastructure in South Stockton, including the installation of buffered bike lanes that connect residents to their destinations. One participant mentioned that the program should reinvest a portion of its profits back in the community by improving local infrastructure. This could in turn promote the program, since residents will feel that their membership fees will help improve the community.
2. Provide or link to safe, comfortable bike routes and bike infrastructure maps within the Vamos app, so residents know which streets are safest to ride on to get to and from their destinations. These maps should include input from local bicyclist groups on which routes they use.
3. Offer 50% off of the annual fee coupons for the Bike Stockton Electric Bike Share Program at the Williams Brotherhood Park launch event to make the program more affordable for community members. These coupons have been offered at other launch events, so it is reasonable and equitable to offer them here as well. To further promote affordability, extend the daily free time for annual members, from 30 minutes to an hour.
4. Enhance the program's utility by offering a wider variety of electric bikes for different uses, including bikes with cargo attachments, and continuing to expand the network of stations. By partnering with local colleges, the San Joaquin County Housing Authority, and other institutions, the network not only reaches new users but becomes more useful for existing users because they have more places to park the bikes.

5. Residents in South Stockton should consider becoming Resident Committee Advisors of the Stockton Mobility Collective and participate in Steering Committee meetings held every other month to inform the project's priorities.
6. Expand payment options beyond the Vamos app to improve access for all residents. One option is to provide cash-based payment at key locations or through key organizations, as done by the [Bay Wheels Bike Share Program](#). The Bay Wheels program offers additional accessibility options, including the use of prepaid cards and the local transit payment card. Another option is to partner with local groups to provide organizational accounts that residents can access without the Vamos app. Partner organizations could establish their own arrangement for lending time on an electric bicycle from the organization's account.



*Image source: Isaiah Anderson, Associate Regional Planner with the San Joaquin Council of Governments*





# Thank you for your interest in the Community Pedestrian and Bicycle Safety Training Program.

For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or  
<https://www.calwalks.org/cpbst>

For questions, please email:

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.



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