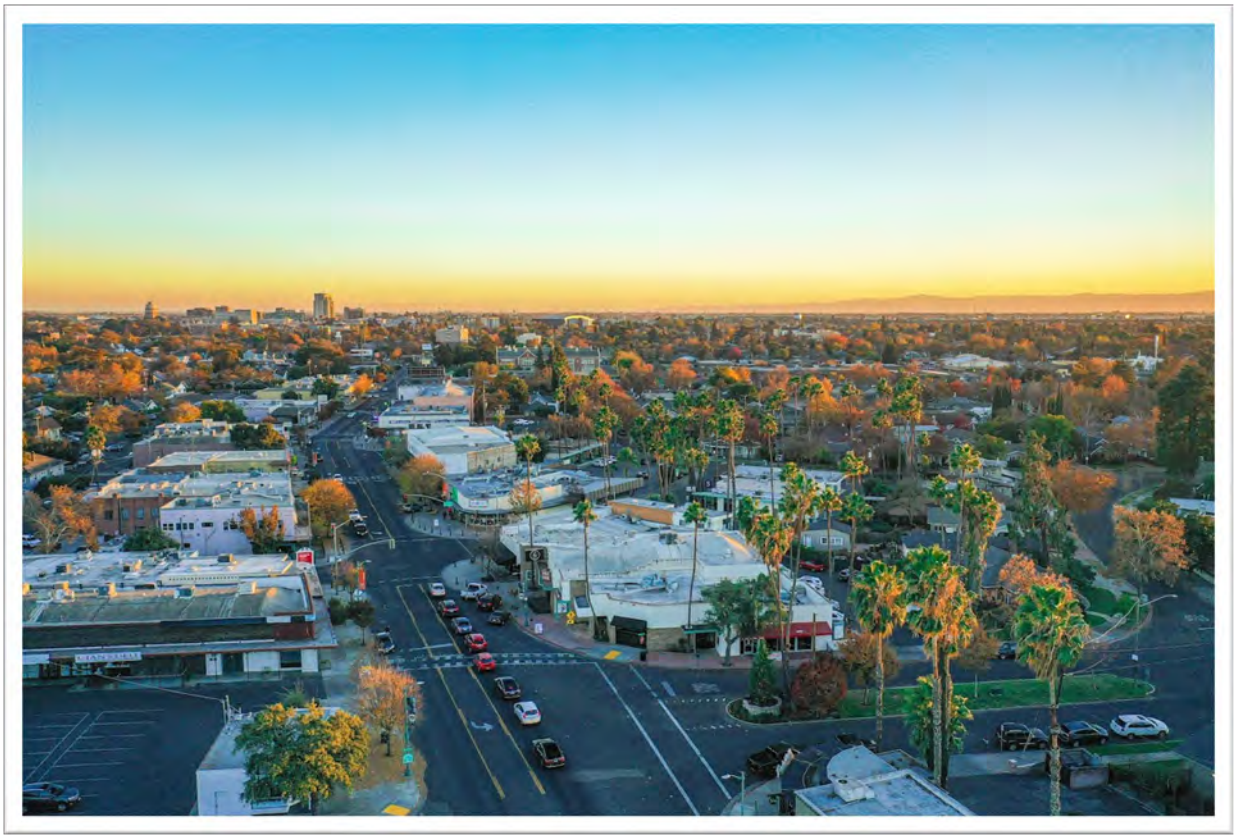
Miracle Mile Improvement Project



Ad Hoc Workgroup

Conceptual Design Report

May 2024

Stockton, California

Prepared by

Value Management Strategies, Inc.

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AGRICULTURE
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SELECT COMMITTEES
CAREER TECHNICAL EDUCATION AND BUILDING A 21ST CENTURY WORKFORCE
DOMESTIC VIOLENCE
PORTS AND GOODS MOVEMENT
WINE
WORKFORCE DEVELOPMENT AND DIVERSITY IN THE INNOVATION ECONOMY

Wednesday, May 22, 2024

Harry Black
City Manager, City of Stockton
425 N El Dorado Street
Stockton, CA 95202

RE: Support and Appreciation for the Miracle Mile Improvement Project's Ad Hoc Workgroup

Dear City Manager Harry Black,

I write to respectfully acknowledge the hard work of the Miracle Mile Ad Hoc Workgroup (Workgroup) and support the spending recommendations provided by the Workgroup for Stockton's Miracle Mile Improvement Project (MMIP).

The State of California awarded the City of Stockton a total of $20 million in 2023 to revitalize our city's historic Miracle Mile. In order to advise on the expenditure of these funds, I assembled a Workgroup to meet regularly, learn from city development project experts, hear directly from the public, and provide formal recommendations on how the City may best spend the funding for the MMIP.

Since July 2023, the 20 members of the Workgroup have worked diligently to fulfill these tasks. Between bi-weekly working sessions, presentations from cities of Livermore, San Diego, and Santa Monica regarding their revitalization efforts, four public meetings, and the creation of Subcommittees to further engage the public and focus on seven key areas, these efforts have culminated in thoughtful and specific recommendations for the expenditure of the $20 million.

Members of the Workgroup participated in this rigorous process because we are all deeply invested in the success of the MMIP. The Miracle Mile is a beloved and historical stretch of Stockton that we hope may represent the economic and cultural prosperity of our diverse city; we hope for a district that provides an enriching and safe experience for anyone visiting and that will make any resident proud to call Stockton, 'Home.'

I would like to conclude by commending the Workgroup and Subcommittee members for their willingness to step up as community leaders and engage on this project. They have gone above and beyond to work with the public and hear considerations from individuals who will be directly impacted by the development project.

The finalized report provided is an educated result of our lessons with similar project experts and thoughtfully caters to the unique aspects of our local community.

Thank you for your attention and review of this important matter.

Sincerely,

Carlos Villapudua
Assemblymember, 13th District

CC: Kevin Lincoln II, Mayor, City of Stockton
Kimberly Warmsley, Vice Mayor, District 6 Councilmember, City of Stockton
Michele Padilla, District 1 Councilmember, City of Stockton
Dan Wright, District 2 Councilmember, City of Stockton
Michael Blower, District 3 Councilmember, City of Stockton
Susan Lenz, District 4 Councilmember, City of Stockton
Brando Villapudua, District 5 Councilmember, City of Stockton

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

A conceptual design study was conducted from October 2023 through May 2024 as part of the improvement and revitalization project for the Miracle Mile in Stockton, California. Twenty-one individuals, who represent the community, were selected to serve on an Ad Hoc Workgroup to discuss best practices, consider different perspectives, identify means and methods to improve pedestrian crossings and public safety, and to revitalize Stockton's Miracle Mile.

This ***Executive Summary*** provides an overview of the project and concepts developed by the Ad Hoc Workgroup. Supporting documentation can be found in this report. The complete report will be submitted to the design firm that is awarded this project.

HISTORY

The area known as the Miracle Mile is in the center of the City of Stockton in San Joaquin County, California. Miracle Mile runs from the south side of the Calaveras River at Pacific Avenue extending to Harding Way and Harding Way from El Dorado Street to Lincoln Street. It includes commercial, residential, educational, and recreational land uses.

The original idea of Miracle Mile in Stockton was developed by Joe Plecarpo in the early 1920s, who modeled it after the one on Wilshire Street in Los Angeles. Alongside the commercial growth, residential growth also developed, helping the area gain a reputation of growing prominence and prestige. The Miracle Mile is known for being a pedestrian-friendly shopping district with a wide variety of specialty shops and services.

PROJECT BACKGROUND

In 2022, Assembly Bill 179 granted $20,000,000 to the City of Stockton for pedestrian crossing upgrades, public safety improvements, and revitalization at the Miracle Mile. The legislation called for the formation of an Ad Hoc Workgroup comprised of diverse members of the community and for Assembly member Carlos Villapudua's office to provide recommendations regarding how to best achieve the safety and revitalization goals in the City of Stockton. Twenty-one members were selected to serve on the Miracle Mile Ad Hoc Workgroup through a rigorous and thoughtful nomination process.

The California Department of Transportation (Caltrans)—in partnership with the City of Stockton, California State Assembly member Carlos Villapudua for the 13th District, San Joaquin Council of Governments and facilitated by Value Management Strategies, Inc.—coordinated and managed the project to support the Ad Hoc Workgroup, to transfer funds, and to ensure the overall project alignment.

PROJECT OBJECTIVES

The objectives of the project were to:

1. Learn the fundamentals and principles from experts chosen by the consulting group on urban planning, design, land use, and economic growth to ensure members are educated on the best data driven practices and methods.

2. Solicit recommendations from members of the community at large to provide the City of Stockton with multiple perspectives to inform the design of safety improvements along Stockton's Miracle Mile using best data driven fundamentals and principles provided by chosen experts.
3. Identify potential upgrades to pedestrian crossings and other safety features that render the Miracle Mile more inviting and more accessible using best data driven fundamentals and principles provided by chosen experts.
4. Identify means and methods to improve pedestrian and cyclist safety on the Miracle Mile and encourage the public to frequent the area and its businesses using best data driven fundamentals and principles provided by chosen experts.
5. Make Miracle Mile pedestrian crossing improvement recommendations to the City of Stockton using best data driven fundamentals and principles provided by chosen experts to expend the awarded $20,000,000 on pedestrian crossing upgrades, public safety improvements, and revitalization improvements by January 1, 2028.

PROJECT PROCESS

The Ad Hoc Workgroup followed a modified version of Value Engineering to learn, brainstorm, evaluate, and develop concepts to recommend to the City of Stockton. The Value Engineering process is a systematic approach to analyze and improve design and construction projects; this process includes distinct phases:

- Information Phase: Gather information to better understand the project.
- Creativity Phase: Generate ideas on all the possible ways to improve the project.
- Evaluation Phase: Assess ideas to select those concepts that are feasible for development.
- Development Phase: Explain how the concepts add value to the project.

During the 8 months of this project, the Ad Hoc Workgroup met 17 times for working sessions, held four public meetings, held numerous subcommittee meetings for the seven subcommittees, and allocated time for research and discussions with private sector and non-profit organizations. The Ad Hoc Workgroup and subcommittee members have dedicated more than 1,100 hours cumulatively to improving the Miracle Mile.

Information

Members of the Ad Hoc Workgroup held several sessions learning best practices and standards for street designs from various experts across the state.

- Caltrans District 10 Active Transportation Portfolio Manager, Charles Carroll, presented the importance of active transportation planning at the first public meeting in October 2023. The Ad Hoc Workgroup held subsequent working sessions with Caltrans, allowing for more in-depth discussions and knowledge sharing.
- The City of Livermore Community Development Director, Paul Spence, shared the impact and benefits from Livermore’s First Street revitalization efforts.
- President of New City America—an improvement district management firm—Marco Li Mandri, displayed pedestrian-focused improvements made to Little Italy in San Diego that are applicable to the Miracle Mile.

- The City of Santa Monica's Mobility Manager, Jason Kligier, highlighted the integration of mode choices from vehicles to pedestrian, bicyclists, and transit with the improvement projects to the Colorado Avenue Esplanade.
- Executive Director of the Gaslamp Quarter Association, Michael Trimble, shared the successes and challenges faced with the ongoing Gaslamp Promenade project in San Diego.

In October 2023, the Ad Hoc Workgroup participated in a walking tour of Miracle Mile to observe the current conditions of the roads, sidewalks, storefronts, parking lots, and landscape. In January 2024, members of the Ad Hoc and subcommittees walked the recently completed construction along Miner Avenue to compare a recent city improvement project that is comparable in dollars, distance, and goals to the Miracle Mile improvement project.

Creativity

Over the course of multiple working sessions, the Ad Hoc Workgroup brainstormed possible ways to create the future desired for Miracle Mile. The workgroup generated 61 initial ideas; those ideas were shared at the public meeting in December 2023. Attendees of the public meeting were invited to engage in an additional brainstorming exercise to create more ideas. A total of 209 ideas were generated to improve the Miracle Mile; the ideas were clustered and coded by areas of focus.

Area of Focus	Code
Business Development	BD
Caldwell Park	CP
Civil Improvement	CI
Community Engagement	CE
Mobility	MOB
Place-making	PM
Security and Lighting	SL

Subcommittees were formed around these focal areas. Then, the public was invited to participate in subcommittees to review and determine which ideas would move forward. Later in the process, it was decided by the Ad Hoc Workgroup that ideas specific to Caldwell Park should be reviewed by its own subcommittee. The seven subcommittees included:

Subcommittee	Description
Business Development	Oversees ideas that are related to enhancing the façades of businesses (to upgrade and to support placemaking) and creating incentives and programs to support individual businesses, overall business growth, and diversification to drive a more robust business center.
Civil Improvement	Oversees ideas that are related to traffic calming and street improvements, crosswalks, sidewalks, and parking.
Community Engagement	Dedicated to ensuring all who are invested in Miracle Mile engage in the decision process—before, during, and after the Miracle Mile revitalization project.
Mobility	Focuses on ideas specific to bicyclists, pedestrians, transit, and other modes of transportation to and from the Miracle Mile.

Subcommittee	Description
Place-making	Oversees ideas that create opportunities for people to gather (e.g., plazas and events), landscaping, signage, and maintaining the historical style of the Miracle Mile.
Security and Lighting	Oversees ideas related to means and methods of monitoring the Miracle Mile and lighting throughout the district.
Caldwell Park	Oversees ideas that are related to the improvement and beautification of Caldwell Park.

Evaluation

The ideas generated during brainstorming were evaluated by each subcommittee and reviewed by the Ad Hoc Workgroup to determine if these would be further researched and developed.

Performance criteria, based on best practices from similar projects, was used to determine which ideas have the greatest potential for adding value and provide a positive impact toward Miracle Mile's revitalization efforts. This minimized bias for a more objective evaluation. All ideas were rated using these five performance criteria:

- Aesthetics: The aesthetic appeal of the Miracle Mile. This criterion considers how well the idea maintains the intended style and feel of the historic area including, but not limited to, the surrounding buildings, streets, sidewalks, landscape, and art.
- Alignment: An assessment of how well Miracle Mile meets the objectives outlined in the legislation—pedestrian crossing upgrades, public safety improvements, and revitalization at the Miracle Mile.
- Connectivity: The degree to which the Miracle Mile is contributing to the overall connectivity with the community, including bicycles, pedestrians, transit, and businesses.
- Functionality: The quality of operations with the overall purpose to support economic development and pedestrian-centric movement through all modes of transportation on the Miracle Mile and the surrounding roadways. Operational considerations include, but are not limited to, businesses visibility, speeds, lane widths, and accessibility for people and businesses.
- Maintainability: The impact to long-term maintenance. Maintenance considerations include the overall durability; longevity; ongoing energy costs; maintenance access; and resiliency to climate change, seismic events, and/or drought.

All ideas generated throughout this project, including the evaluation of ideas, are available for review in the appendices.

Development

The evaluated ideas were then developed into concepts. The subcommittees researched these concepts to better articulate specificity of location and benefits to the Miracle Mile. Pros and cons were identified and estimated costs were determined, where available. Risks were also discussed that could be identified this early in the process.

FINAL CONCEPTS

Below are the final concepts the Ad Hoc Workgroup propose to the City of Stockton for the Miracle Mile improvement and revitalization project. The concepts are arranged by the workgroup based on what is deemed most important and for greatest impact. All concepts should be included in the full scope of the project as part of the overall design of the project. It will be the decision of the City and the design and/or construction firms to determine the appropriate phasing of each concept using engineering judgement.

More detail for each of these concepts can be found in the following section.

Concept No. and Description
SL-01: Improve lighting levels throughout the Miracle Mile.
CI-08: Include bollards at some corners or a potential plaza.
CI-44: Create lane shifts to slow traffic.
CI-03: Add bulb-outs at some intersections.
CI-10: Install high visibility pedestrian zebra crosswalks with LED lights.
CI-14: Replace, repair, and widen sidewalks within the district.
CI-58: Build a traffic calming feature at Regent Court.
CI-02: Enhance paving at crosswalks and incorporate raised crosswalks.
CI-35: Introduce gradual traffic funneling traveling south towards Castle Street.
CI-45: Convert Pacific Avenue into three lanes from Alpine to Regent.
MOB-07: Explicitly improve routes and wayfinding throughout the Miracle Mile with an emphasis on parking.
MOB-05: Add bike parking along Pacific Avenue or on the side streets near Pacific intersections.
CI-40: Install flashing beacon 4-way stop sign at Monterey and Pacific Avenues.
CI-65: Program leading pedestrian intervals at intersections.
PM-23-31: Create and implement a comprehensive landscape plan.
PM-46: Utilize funds for artistic collaboration.
CI-11: Install rumble strips at crosswalks.
CI-21: Explore street parking strategies along Pacific Avenue.
CI-46: Convert Pacific Avenue into two lanes from Castle to Harding.
CI-56: Introduce median islands along Pacific Avenue.
PM-01: Develop Tuxedo Court as a plaza for events and farmers' market.
BD-03: Leverage existing funds in the city facade grant program by hiring a facilitator to support businesses applying to program.
CI-41: Install Stop Signs from Castle Street to Harding Way.
PM-18: Create a threshold between the classic area and the extended Mile.
CE-14: Encourage music pop ups at various locations along the miracle mile.
SL-02: Install comprehensive monitored camera system.
SL-03: Install trash corrals in all public parking lots.
MOB-04: Add bike lanes along Pacific Avenue. (In conjunction with CI-45)
CP-02: Install a restroom facility and water (re)filling stations.
CI-28: Renovate, upgrade, and repair existing parking lots.
CI-60: Install technology infrastructure to support future growth.

Concept No. and Description
CE-03: Develop a buy-a-brick program and other fundraisers to supplement funding for Miracle Mile.
CE-07: Create a student survey for both UOP and Delta students.
CP-01: Improve lighting in Caldwell Park.
CI-43: Enhance road surface with installation of pavers or decorative concrete.
CE-06: Develop a survey for property owners, business owners and residents.
CP-03: Add security cameras in the Park through the Stockton Police Department's surveillance camera monitoring program.
CP-04: Replace and add site furnishings and amenities.
PM-02: Create zones (areas) for lingering.
PM-38: Include Iconic Elements honoring the history and culture of the Miracle Mile.
CE-10: Celebrate neighborhoods surrounding the Miracle Mile District with a banner program.

CONCLUSION

To achieve the vision set forth by the Ad Hoc Workgroup, additional funding will likely be needed for construction and ongoing maintenance on the Miracle Mile. The City will work with key stakeholders to identify and secure additional grants. A similar approach taken by the City on recent capital improvement and economic development projects within Stockton like Miner Avenue, Van Buskirk Park, and McKinley Park is recommended.

The expense of ongoing maintenance for landscape, lighting, infrastructure, and security to the Miracle Mile may require establishing a Landscape and Lighting Assessment District. Should the City pursue this approach to ensure the sustainability of the improvements because of this project, the workgroup is committed to working together to bring this measure forward.

The responsibility for the success of the Miracle Mile does not fall solely on the City of Stockton. It is the hope of the Ad Hoc Workgroup to continue to involve the community and to work in partnership to support the development of the district.

ACKNOWLEDGEMENTS

ACKNOWLEDGEMENTS

AD HOC WORKGROUP MEMBERS

A thorough public nomination process occurred to identify various members of the community in accordance with the charter to serve on the Miracle Mile Ad Hoc Workgroup. Twenty-one members were selected; this group represented diverse perspectives that brought different knowledge and expertise to the project.

Name	Role
Carlos Villapudua	Assemblymember representing Miracle Mile
Chip Hanker	Representing residents of Miracle Mile area (within 5 miles)
Phillip Herrera	Representing residents of Miracle Mile area (within 5 miles)
Ted Leland	Representing residents of Miracle Mile area (within 5 miles)
Howard Seligman	Representing residents of Miracle Mile area (within 5 miles)
Jeff Gamboni	Representing residents of Miracle Mile area (within 5 miles)
Kevin Dougherty (Co-chair)	Representing business owners with property on Miracle Mile and member of Miracle Mile Improvement District
Jonathan Hernandez	Representing business owners with no property on Miracle Mile and member of Miracle Mile Improvement District
Joanne Chappell	Representing Miracle Mile business owner who is not part of Miracle Mile Improvement District
Rex Dhatt	Representing commercial property owner with no business on Miracle Mile
Jean Callahan (Co-chair)	Representing University of the Pacific (UOP)
Cameron Farrens	Representing Delta College
Kevin Hernandez	Representing developers
Diana Lowery	Representing local service clubs
Paris Allen	Representing architects, civil engineers, traffic engineers, or land use and urban planners
Kerry Sullivan	Representing architects, civil engineers, traffic engineers, or land use and urban planners
Jerry Enni	Representing cyclists who commutes to Miracle Mile
Dwight Williams	Representing the Stockton Chamber of Commerce
Les Fong	Representing the Asian American Chamber of Commerce
Emily Ballus	Representing Farmers Markets

SUBCOMMITTEE MEMBERS

During this project, there was a call for additional participation from the public to serve on one of the seven subcommittees. Members of the subcommittees assisted with research, evaluation, and the development of key concepts for the project.

Business Development Subcommittee

Name	Role
Kevin Hernandez	Subcommittee Chair
Jean Callahan	Executive Liaison
Jonathan Hernandez	Ad Hoc Member
Reverend Dwight Williams	Ad Hoc Member
Antonia Hernandez	Public
Carrie Hang	Public
Ivan Montelongo	Public
Janet Willis	Public
Jason Laurenti	Public
John Victor Precissi	Public
Kendra Goossens	Public
Zachary J. Conklin	Public

Caldwell Park Subcommittee

Name	Role
Emily Ballus	Subcommittee Chair
Jean Callahan	Executive Liaison
Howard Seligman	Ad Hoc Member
Diana Lowery	Ad Hoc Member
Jeffrey Gamboni	Ad Hoc Member
Lena Hall	Public
Jeri Bigbee	Public
Daniel Walker	Public
Antonia Hernandez	Public
Marci Waller	Public
Jason Laurenti	Public
Laurence Test	Public
John Victor Precissi	Public
Barbara Broer	Public
Michael McDonald	Public
Zachary J. Conklin	Public

Civil Improvements Subcommittee

Name	Role
Paris Allen	Subcommittee Chair
Kevin Dougherty	Executive Liaison
Frederic "Chip" Hanker	Ad Hoc Member
Jerry Enni	Ad Hoc Member
Kevin Hernandez	Ad Hoc Member
Phillip Herrera	Ad Hoc Member
Jeffrey Gamboni	Ad Hoc Member
Ariana Adame	Public
Benjamin Coleman	Public
Daniel Walker	Public
Jason Laurenti	Public
Kari McNickle	Public
Kathleen Alexander	Public
Laurence Test	Public
Nataly Pastor	Public
Roger Thomas	Public
Sarah Waltz	Public
William Maxwell	Public

Community Engagement Subcommittee

Name	Role
Jonathan Hernandez	Subcommittee Chair
Kevin Dougherty	Executive Liaison
Reverend Dwight Williams	Ad Hoc Member
Joanne Chappell	Ad Hoc Member
Howard Seligman	Ad Hoc Member
Diana Lowery	Ad Hoc Member
Emily Ballus	Ad Hoc Member
Alicia Valenzuela	Public
Barbara Broer	Public
Zak Eli Baker	Public
Michael McDonald	Public
Adrianna Griffith	Public
Megan Silva	Public
Ivan Montelongo	Public
Kathleen Alexander	Public

Name	Role
Antonia Hernandez	Public
Carly Ranson	Public
Jessica Fong	Public
Elizabeth Malone	Public

Mobility Subcommittee

Name	Role
Cameron Farrens	Subcommittee Co-Chair
Kari McNickle	Subcommittee Co-Chair
Kevin Dougherty	Executive Liaison
Jerry Enni	Ad Hoc Member
Les Fong	Ad Hoc Member
Zak Eli Baker	Public
William Maxwell	Public
Benjamin Coleman	Public
Michael Madary	Public
Mike Wurtz	Public

Place-making Subcommittee

Name	Role
Kerry Sullivan	Subcommittee Co-Chair
Paris Allen	Subcommittee Co-Chair
Jean Callahan	Executive Liaison
Frederic "Chip" Hanker	Ad Hoc Member
Howard Seligman	Ad Hoc Member
Ted Leland	Ad Hoc Member
Israel Landa	Ad Hoc Member
Emily Ballus	Ad Hoc Member
Jeffrey Gamboni	Ad Hoc Member
Christine Hankins	Public
John Victor Precissi	Public
Adrianna Griffith	Public
Kathleen Alexander	Public
Antonia Hernandez	Public
Carly Ranson	Public
Jessica Fong	Public
Elizabeth Malone	Public

Name	Role
Daniel Walker	Public
Carrie Hang	Public
Kendra Goossens	Public
Janet Willis	Public
Ela Jamosmos	Public
Veronice Satoor	Public

Security and Lighting Subcommittee

Name	Role
Jeffrey Gamboni	Subcommittee Chair
Jean Callahan	Executive Liaison
Howard Seligman	Ad Hoc Member
Diana Lowery	Ad Hoc Member
Les Fong	Ad Hoc Member
Ravdeep "Rex" Dhatt	Ad Hoc Member
John Victor Precissi	Public
Laurence Test	Public
Eric Bridge	Public
Henry Rodriguez	Public
Nataly Pastor	Public
Sarah Waltz	Public

PLANNING TEAM

The California Department of Transportation (Caltrans) in partnership with the City of Stockton, California State Assemblymember Carlos Villapudua (13th District), San Joaquin Council of Governments (SJCOG) and facilitated by Value Management Strategies, Inc. (VMS) coordinated and managed the project to support the Ad Hoc Workgroup, transfer of funds, and ensured the overall project alignment with Assembly Bill 179 (2022) for new pedestrian crossings, public safety improvements, and revitalization efforts of Stockton's Miracle Mile.

Name	Organization
Angela Madison	Caltrans
Anthony Presto	Caltrans
Anup Giri	Caltrans
Cathy McKeon	Caltrans
Charles Carroll	Caltrans
Gregoria Ponce	Caltrans
Hilda Sousa	Caltrans
Lajuene Smith	Caltrans
Manuel Morales	Caltrans
Mark Samuelson	Caltrans
Marlon Regisford	Caltrans
Silvia Dayak	Caltrans
Skip Allum	Caltrans
Chad Reed	City of Stockton
Harry Black	City of Stockton
Ben Cheever	Assemblymember's Office
Carlos Villapudua	Assemblymember's Office
Israel Landa	Assemblymember's Office
Marina Narvarte	Assemblymember's Office
Steven Sievers	Assemblymember's Office
Ryan Niblock	SJCOG
Giuseppe Nespoli	VMS
Linda Chia	VMS

CONCEPT DESIGNS

BUSINESS DEVELOPMENT

BD-03: Leverage existing funds in the city facade grant program by hiring a facilitator to support businesses applying to program.

Estimated Cost:

Over the next 3 years, there is an estimated cost of $150,000; the estimated unit count includes 40 façade upgrades.

Description of Concept:

This concept would leverage the City of Stockton's existing facade grant program for the Miracle Mile to use a facilitator that will assist property owners in completing the façade grant application, coordinate project design and construction quotes, and ensure a variety of other applications conditions for processing the application for approval is met. The current façade grant application and process for city approval is cumbersome; there are many hurdles that prevent property owners from applying. The goal is to multiply the number of façade applications quickly and significantly (potentially an increase of ten times) by assisting property owners in correctly filling out the application, securing their design concept/storyboard, and coordinating through the city economic development department to meet the numerous conditions required by the application/city to successfully process their application.

Advantages:

- Provides a unique opportunity for private property owners to directly benefit from the Miracle Mile grant award.
- An easy way to gain a large aesthetic impact in the near term for Miracle Mile by leveraging another existing grant program that is underutilized.
- Gains access to more repairs and funding for Miracle Mile.
- Makes the application process easier and user friendly thereby exponentially increasing façade improvement applications.
- Façade improvement projects create more involvement for property and business owners.
- Beautification will lead to less crime and a feeling of safety, promoting more walkable traffic.
- Enhances beautification and revitalization of Miracle Mile.
- Increases the opportunity for more merchants to locate on the Miracle Mile and increase sales revenue.

Disadvantages:

- City staff may not be able to support the increased number of applicants.
- Potential funding limitations on the existing federal grant program that can be allocated for the Miracle Mile.

Discussion:

This concept would take an existing city administered program and improve its usability by significantly increasing the number of property owners who apply for the program. By utilizing the existing federal funding currently being used, the facilitator will work with the property owner on the application. They will then work with the property owner together to process the application and

meet procedural requirements throughout the application process. This includes working with designers and contractors to secure quotes that are presented to the city for approval.

The City currently has one person that administers the program, and resources are limited in the city's ability to expand the program, making it a challenging process for property owners. With the assistance of a facilitator, the number of applications and projects to completion can be increased, making it a more user-friendly process.

Ownership:

This concept would result in the City taking ownership of the façade grant program and the facilitator. Funding will be though the Miracle Mile grant program and administered through a private consulting firm or 501(c)(3).

Additional Funding Considerations:

Additional funding may be considered through additional grant writing. This is an easier way to gain a larger near-term aesthetic impact to the Miracle Mile by incentivizing property owners to upgrade their façades.

Risk Impacts:

Risk	Probability	Mitigation
The City cannot manage throughput or additional financial cost for personnel.	High	The City allocates the funds to MMCID to manage.

Concept Sketch:

An example of façade improvements made possible through the façade grant application.

A concept design of the final façade improvements that were subsidized by the façade grant application.

CIVIL IMPROVEMENTS

CI-02: Enhance paving at crosswalks and incorporate raised crosswalks.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would use enhanced paving at crosswalks such as pavers, decorative concrete, or paint colors to unify the district and enhance visibility. Raised crosswalks can be used sparingly as well.

Advantages:

- High visibility to traffic.
- Increased pedestrian comfort.
- Reduce jaywalking.
- Raised crosswalks and pavers would have a traffic calming effect.

Disadvantages:

- Increased maintenance.
- May distract drivers if colors are too vibrant or design is too complex.
- Create false sense of security for pedestrian crossings.

Discussion:

This concept must determine which of the several crosswalks that exist along the classic Miracle Mile would most benefit from the enhanced paving feature. Enhanced decorative crossings may be more effective in major pedestrian areas (such as south of Castle Street).

A raised crosswalk could be used for crossing at Tuxedo, if a plaza is not implemented. However, raised crosswalks may not be appropriate for crossings at Pacific Avenue. Additionally, raised crosswalk designs would need to consider firetruck ease of access.

Ownership:

Ownership would be the City of Stockton Public Works.

Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Maintenance	High	The City needs to keep up with maintenance of improvements.
Driver distraction	Low	The design will need to be thoughtfully considered.
False sense of security	Low	Truncated domes and bollards could be used to indicate pedestrian entry into traffic.

Concept Sketch:

An intersection utilizing pavers and raised crosswalks.

Waves painted through the crosswalk that could reference the Delta.

The installation of pavers at a crosswalk.

CI-03: Add bulb-outs at some intersections.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept recommends installing bulb-outs at critical pedestrian intersections. Bulb-outs shall be used in combination with—and not in replacement of—other recommendations related to pedestrian safety.

Advantages:

- Bulb-outs reduce the distance pedestrians need to cross the street, making it safe for them to navigate intersections.
- Bulb-outs enhance visibility for both pedestrians and drivers.
- Narrowing effects of bulb-outs help slow down vehicle speeds as they navigate through intersections.
- Improved accessibility for those with mobility aids such as wheelchairs.

Disadvantages:

- Impact of traffic flow.
- Impact on parking.
- Maintenance costs.

Discussion:

Bulb-outs reduce the distance pedestrians need to cross the street, making it safer to navigate intersections. Bulb-outs also improve accessibility for pedestrians, particularly those with mobility aids such as wheelchairs or walkers. The shortened crossing distance and level sidewalks make it easier for individuals with disabilities to traverse intersections safely.

Additionally, by narrowing the crossing distance, pedestrians spend less time in the roadway, reducing their exposure to traffic. Bulb-outs enhance visibility for both pedestrians and drivers; they make pedestrians more visible to drivers as they step out from behind the curb, reducing the likelihood of accidents caused by obscure sightlines. The narrowing effect of bulb-outs can help slow down vehicle speeds as they navigate through intersections. This traffic calming effect contributes to safer streets, especially in areas with high pedestrian activity.

Bulb-outs can also provide opportunities for additional landscaping and amenities, such as benches, bicycle racks, and public art installations. This can enhance the aesthetic appeal of the area and promote more community engagement.

These bulb-outs foster a more sustainable and environmentally friendly urban environment by encouraging walking and cycling. Creating safer and more inviting pedestrian environments can attract more foot traffic to local businesses situated near intersections and along Miracle Mile. This can lead to increased patronage and economic vitality for the surrounding area.

Overall, bulb-outs offer a range of benefits that contribute to safer, more accessible, and more vibrant urban environments. They play a crucial role in creating pedestrian-friendly streetscapes and promote sustainable modes of transportation.

Ownership:

The City of Stockton will be responsible for design and construction of this recommendation.

Additional Funding Considerations:

The design and construction of the bulb-outs can be funded through grants, if the data supports it (ATP, HSIP, etc.).

Risk Impacts:

Risk	Probability	Mitigation
Traffic congestion	High	Conduct traffic impact assessments before installing bulb-outs to understand potential impacts on traffic flow. Adjust traffic signal timing or lane configurations to optimize traffic flow and reduce congestion.
Emergency vehicle access	Medium	Consult with emergency responders during the design phase to ensure that bulb-outs do not impede access for emergency vehicles.
Drive confusion	Medium	Install clear signage, pavement markings, and other visual cues to inform drivers of changes to the intersection layout. Educate drivers through public awareness campaigns.

Concept Sketch:

A rendering of bulb-outs at an intersection with protected Class IV bike lanes.

A design concept of bulb-outs at an intersection.

A design concept with Class IV bike lanes and diagonal parking.

CI-08: Include bollards at some corners or a potential plaza.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would install and upgrade bollards at crossings and proposed parklets/plazas to ensure pedestrian safety while waiting to cross streets, especially at bulb-outs where pedestrians can be especially vulnerable.

Advantages:

- Improved safety for pedestrians.
- Can add to the visual appeal of the new mile.
- Place for greenery.

Disadvantages:

- May obstruct drivers' vision.
- If not robust enough, they may be "breakaway" as described by many current Miracle Mile business owners.
- Vandalism if not properly managed.

Discussion:

Bollards can improve safety for pedestrians crossing Miracle Mile, but they must be robust enough to stop a car from hitting pedestrians and businesses. Many of the current Miracle Mile business owners say that the current bollards become projectiles when hit by cars.

The bollards could be solid facing which would make a canvas for local artistry or history postings. Bollards should be incorporated into the design of the Mile and feel unique to the district. They may be designed as planter boxes, pillars, seat walls or a combination of all. Bollards can be incorporated into the landscape. If rocks are used as bollards, they should be supplemented with lots of green planting to minimize a desert look, which is not appropriate for the Miracle Mile area.

Bollards should be considered as traffic deterrents rather than traditional bollards. Removable or retractable bollards could be used at a plaza space to allow controlled vehicle access.

Ownership:

Ownership would fall to the City of Stockton.

Additional Funding Considerations:

The California Office of Traffic Safety provides grants for improving pedestrian safety. This concept meets the criteria to apply for these grants.

Risk Impacts:

Risk	Probability	Mitigation
Vandalism	High	Address through improved lighting and security.
Bollards not robust enough	Low	Conduct research to ensure appropriate bollards are chosen.
Maintenance	High	The City must be committed to a high level of repair, and bollards should be chosen to be durable.

Concept Sketch:

Traditional bollard.

Seat walls as bollards.

Planters and seat wall incorporated as bollards.

Raised planters as bollards.

Decorative planters as bollards that fit the aesthetic of a particular corridor.

Decorative bollards.

Art as bollards.

Rock bollards.

CI-10: Install high visibility pedestrian zebra crosswalks with LED lights.

Estimated Cost:

$5,000-$20,000 per crossing for each installation, depending on various factors, such as the location, size, and specific requirements. The cost includes materials, labor, installation, and any necessary traffic control measures.

Description of Concept:

The Miracle Mile currently lacks high visibility pedestrian crossings that improve safety and esthetics. This concept would install a high visibility pedestrian zebra crosswalk with LED lights.

A zebra crossing is a crosswalk marked with broad white stripes, giving it a look like zebra stripes. The high visibility of a zebra crossing is used to alert oncoming vehicles. Some zebra crossings can be installed with featured crossing sensors that detect pedestrians from up to 4 meters away. The system uses white LED lights to alert drivers to the existence of pedestrians about to cross. This measure significantly reduces risk, allowing for safer crossing.

Advantages:

- Increased visibility, especially in low-light conditions or bad weather.
- Traffic control as they indicate to drivers that they should be cautious and yield to pedestrians.
- Reduced jaywalking as pedestrians are more likely to use designated crossings, promoting safer pedestrian behavior.
- Traffic calming by signaling to drivers that they are entering an area with a higher likelihood of pedestrian activity.
- Improved public perception as a well-maintained and visible zebra crosswalk contributes to a positive image of an area. It shows that the community values pedestrian safety and invests in infrastructure to support it.

Disadvantages:

- Limited effectiveness in some situations: In high-traffic or fast-paced areas, drivers may not always notice or yield to pedestrians at zebra crosswalks, especially during heavy congestion or when distracted. Additional measures such as pedestrian signals or traffic lights may be necessary.
- Over-reliance on markings as some pedestrians may have a false sense of security when using a zebra crosswalk.
- Maintenance issues: If zebra crosswalks are not adequately maintained resulting in faded markings or poor visibility, their effectiveness can be compromised.

Discussion:

Including high visibility zebra crosswalks— the installation and maintenance—is a low cost, high-impact investment alternative. It also promotes calming traffic and improved pedestrian safety.

Additionally, zebra crosswalks can be used in complement to other enhanced crosswalks. For example, zebra crosswalks would be appropriate where traffic is faster (between Alpine and Regent

Court or near Harding Way), while other enhanced crosswalks could be implemented in highly pedestrian oriented areas.

Ownership:

Ownership would fall to the City of Stockton's Public Works Department.

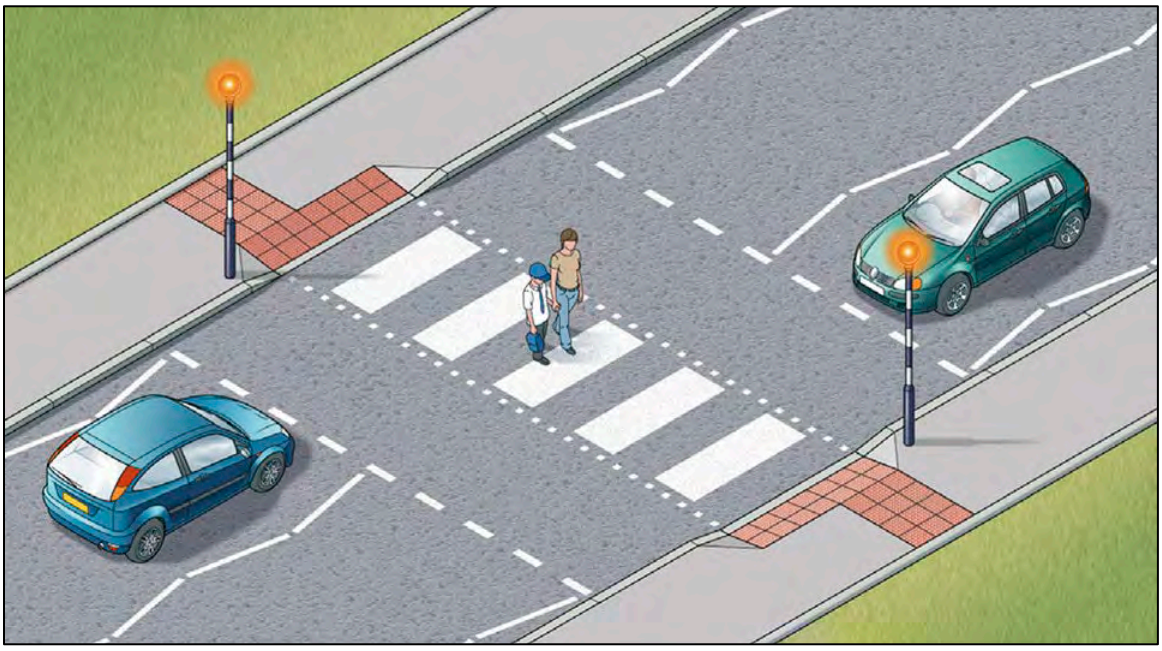
Additional Funding Considerations:

Zebra crosswalk installation and maintenance would fall under compulsory City Public Works improvements and would not be eligible for special state or federal subsidies.

Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	Low	Include signate or LED lights.
Pedestrian non-compliance	Medium	Issue jaywalking tickets.
Driver non-compliance	High	Issue traffic citations.
Accessibility challenges	Low	Review new Americans with Disabilities Act laws and regulations.

Concept Sketch:



An example of zebra crosswalks with LED lights to signal to vehicles nearing crossing.

CI-11: Install rumble strips at crosswalks.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

The Miracle Mile currently lacks high visibility pedestrian crossings that improve safety and esthetics. This concept would install rumble strips at crosswalks to improve pedestrian safety and slow traffic.

Advantages:

- Helps slow traffic and alert a driver of an upcoming crosswalk.
- Rumble strips serve as a form of traffic control, indicating to drivers that they should be cautious, slow down, and yield to pedestrians.
- Can serve as a form of traffic calming by signaling to drivers that they are entering an area with a higher likelihood of pedestrian activity. This can encourage drivers to reduce speed and be more alert.
- Could be utilized in front of crosswalks to make drivers look.

Disadvantages:

- Driver non-compliance as some drivers may fail to acknowledge rumble strip effects, either due to inattention, lack of awareness, or intentional disregard of traffic rules.
- Maintenance Issues if rumble strips at crosswalks are not adequately maintained.
- On roads with high-speed limits, rumble strips at crosswalks might not be sufficient to ensure the safety of pedestrians.

Discussion:

Including rumble strips at crosswalks is a low cost, high-impact investment alternative. It also encourages calmer traffic and improves pedestrian safety. These additions should be implemented going south on Pacific Avenue to reinforce traffic calming.

Overall, rumble strips at crosswalks are an affordable alternative for enhancing road safety, promoting pedestrian-friendly environments, and contributing to a well-organized and efficient transportation system.

Ownership:

Ownership would fall to the City of Stockton's Public Works Department.

Additional Funding Considerations:

Rumble strips at crosswalk installation and maintenance would fall under compulsory Stockton City public work improvements and would not be eligible for special State of Federal subsidies.

Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	Low	Include colored rumbles.
Driver non-compliance	High	Issue traffic citations.
Noise	Low	A traffic study will help inform if noise will be an issue.

Concept Sketch:

Rumble strips on the roadway.

CI-14: Replace, repair, and widen sidewalks within the district.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would replace existing sidewalks within the core area and repair sidewalks throughout the Miracle Mile as needed. There is also an opportunity to widen sidewalks at high traffic areas along the Mile. Additionally, it would repair driveway aprons, curbs, gutters, and sidewalks were necessary.

Advantages:

- Minimized injuries with even sidewalks.
- Wider sidewalks increases safety by creating more distance between pedestrians and vehicles.
- Opportunity to introduce decorative, permeable paving where desirable within the core areas.
- Opportunity to introduce new site components (such as streetlights, street trees, bicycle racks, landscaping etc.) within the new sidewalks as a complete concept.
- Handle increased capacity of pedestrians walking the Mile.
- Increased outside dining space with wider sidewalks.

Disadvantages:

- All sidewalks within the District cannot be completely replaced.
- New and old sidewalks will not match.

Discussion:

Sidewalks within the District are in poor repair. While some work has been completed on Harding Way to address the worst of the sidewalk conditions within the last 10 years, the rest of the Miracle Mile has not been addressed. It is imperative that the sidewalks are ADA compliant and safe for walking.

Sidewalks along the historic segment of the Miracle Mile should be widened to ensure it at least meets minimum standards for pedestrians and ADA requirements. Widening would allow for areas to be zoned for outside dining without impacting pedestrian traffic.

Enhanced surface treatments such as pavers, decorative concrete, or a combination of the two can be used to enhance a sense of place on the Miracle Mile. Rain gardens could be included in these improvements. Downspouts from buildings should be considered to help avoid dumping water onto the sidewalk. Rubberized sidewalks are not acceptable as a long-term solution.

Ownership:

Ownership would be the City of Stockton.

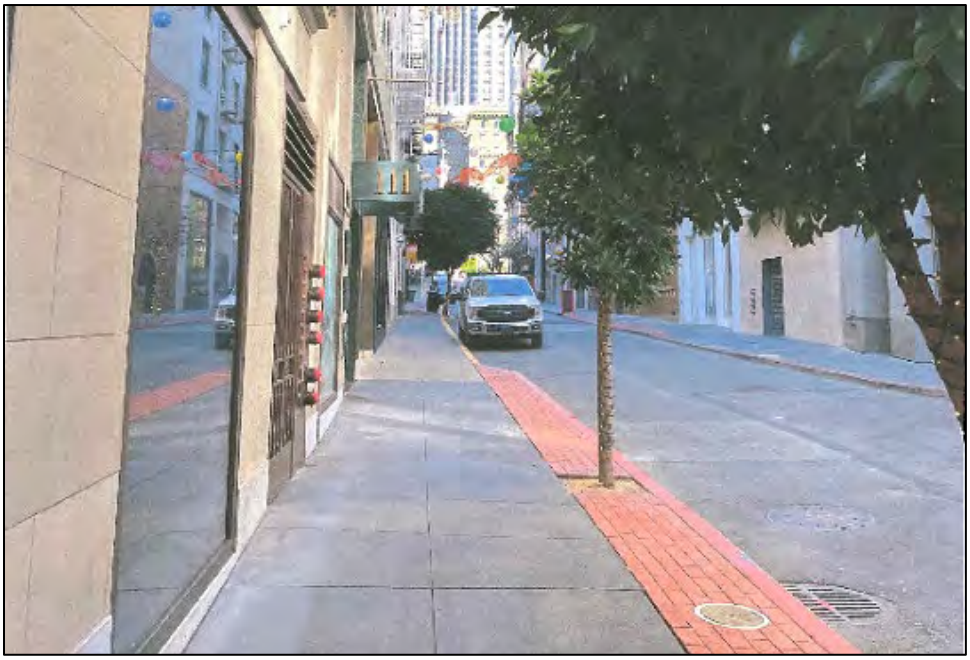
Additional Funding Considerations:

Capital Improvement Budget could be considered for funding.

Risk Impacts:

Risk	Probability	Mitigation
Disappointment with extent of improvements	High	Provide City-approved schedule for repair/replacement of sidewalks that are not within Phase 1.
Value engineering introduces stamped concrete in place of permeable pavers such as bricks	High	Stand by original recommendations including brick permeable pavers as integral to concept.
May lose street parking	Medium	Increase wayfinding to underutilized public parking lots.

Concept Sketch:



Level sidewalk for safer walking with pavers along street edge.

Wide sidewalk with planters to increase distance between pedestrians and vehicles.

CI-21: Explore street parking strategies along Pacific Avenue.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would explore possible parking strategies along Pacific Avenue. This aims to maximize the amount of parking on Pacific Avenue without compromising sidewalk widths and bicycle lanes. This could introduce a better balance of parking spaces between the east and west side of Pacific Avenue between Castle Street and Harding Way in the form of diagonal parking on the east side of the street from Alpine Avenue to Castle Street, and no street parking on the west side.

Advantages:

- Equalizes the number of available parking on each side of street.
- Parking strategies could be used in conjunction with road calming measures.

Disadvantages:

- Diagonal parking is dangerous in conjunction with bicycle traffic.

Discussion:

Parking along Pacific Avenue, close to the store fronts, is vital for the businesses. Diagonal parking can assist with traffic funneling from Alpine Avenue to Castle Street and slow the speed of cars upon entering the Classic Mile. Diagonal parking from Alpine Avenue to Castle Street would increase parking near store fronts and decrease the need to use the parking in the alley east of the Mile.

Diagonal parking should be prioritized, where able, without compromising sidewalk widths, planter areas, median islands, and bicycle traffic. Street parking at corners should be pulled back to allow for ample pedestrian space and visibility.

Ownership:

Ownership would fall to the City of Stockton.

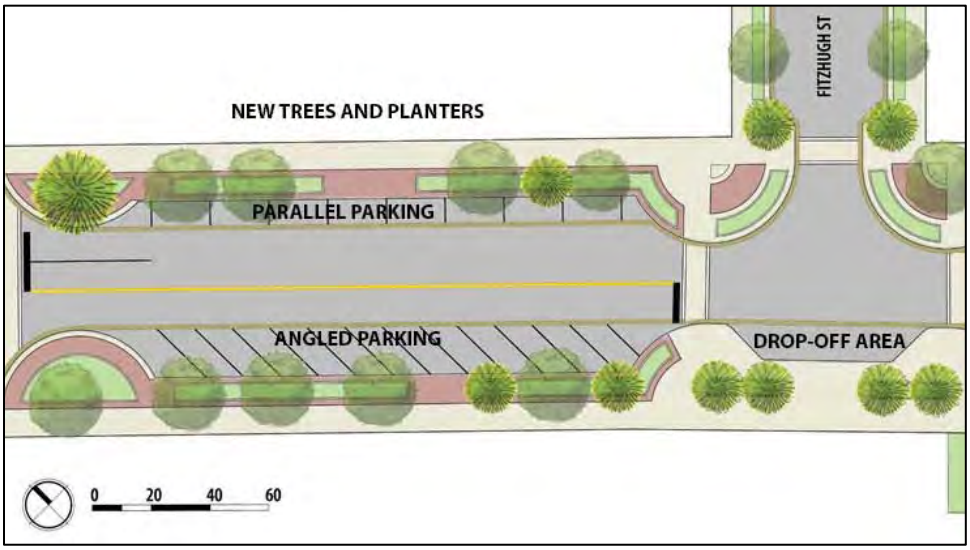
Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

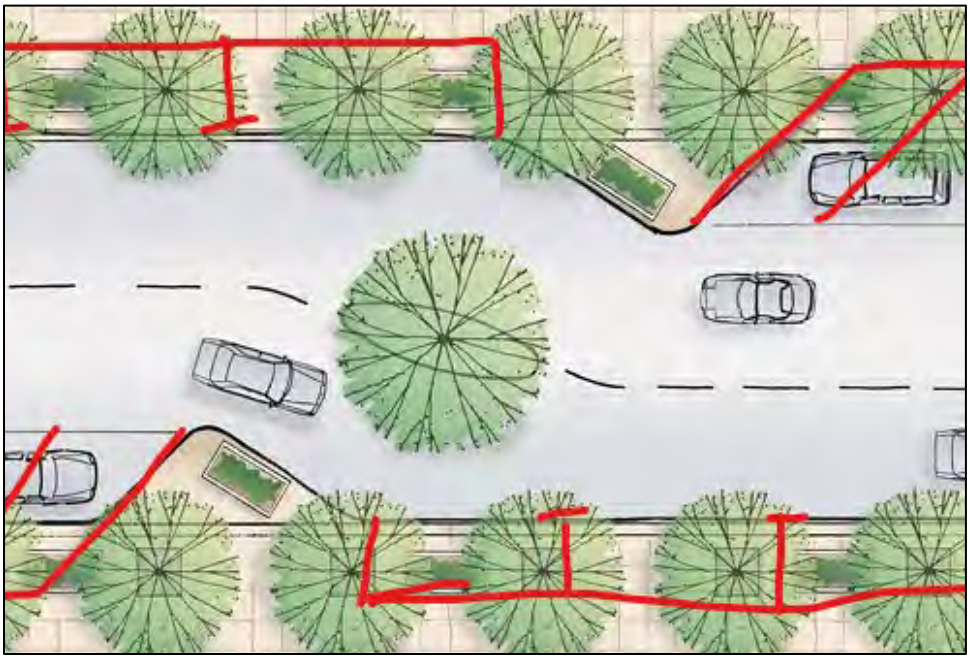
Risk	Probability	Mitigation
Impediment to bicyclists	Medium	Place parking in lower bicycle traffic areas.
Loss of pedestrian sidewalk width	Low	Intentionally design to avoid this.
May lose street parking	Medium	Increase wayfinding to underutilized public parking lots.

Concept Sketch:



Example of angled parking on one side of the street and parallel on another.

Angled parking and parallel parking on opposite sides of the street.



Combined parking strategies with lane shift.

CI-28: Renovate, upgrade, and repair existing parking lots.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would renovate, upgrade, and repair existing parking lots. City-owned parking lots would be renovated as needed to ensure they are well lit, accessible, and safe. Parking lot conditions must be evaluated to determine the extent of renovations each lot needs.

Advantages:

- Deferred maintenance will be addressed.
- ADA parking standards will be implemented.
- Opportunity to address lack of proper trash corrals.
- Proper lighting can be addressed at same time.
- Water meters and backflow devices can be installed so that planters can be irrigated.
- Shade trees can be included in the design per code.

Disadvantages:

- Restriping to code will result in the loss of parking spaces.

Discussion:

The existing City-owned parking lots are mostly in poor repair. Deferred maintenance has contributed to their current condition, which includes potholes. Irrigation was removed by the City, resulting in empty or degraded planters. Currently the striping is not consistent with City codes, and the lots lack basic amenities that the City would require of any new development, including shade trees, 3-foot-wide perimeter plantings, and roofed trash corrals.

Ownership:

Ownership would be the City of Stockton.

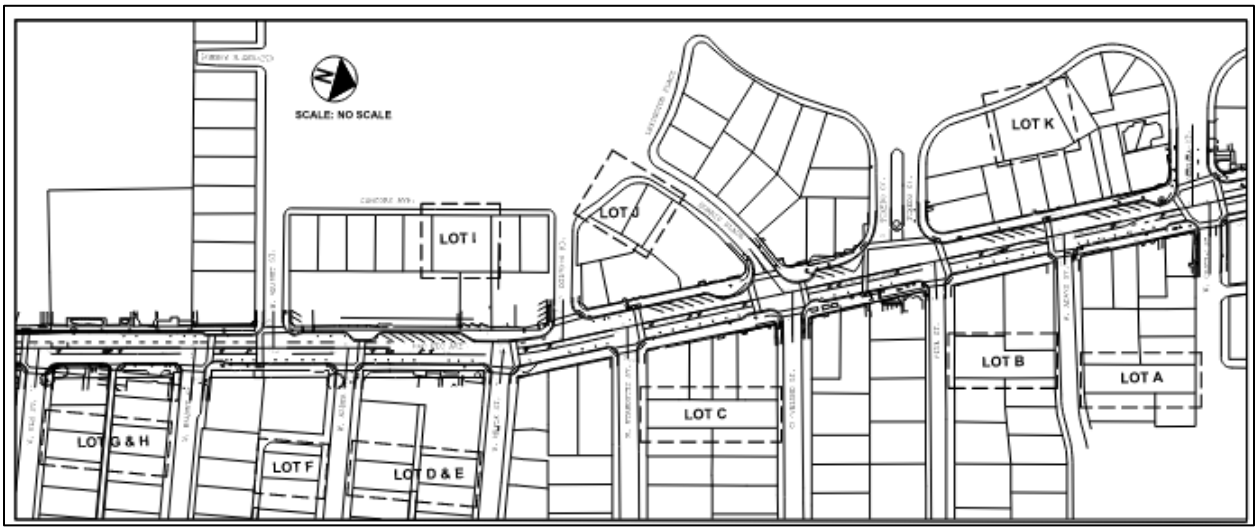
Additional Funding Considerations:

Funding could be attained through the City's Capital Improvements budget. It could draw on the $3M fund for private parking lots.

Risk Impacts:

Risk	Probability	Mitigation
Reduction of parking spaces	High	Business and building owners applying for should be allowed parking reductions.
Disappointment for businesses on private parking lots	High	Grants could be pursued for parking upgrades on private lots.

Concept Sketch:



Conceptual drawings from 2009 created for the MMCID.

CI-35: Introduce gradual traffic funneling traveling south towards Castle Street.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would introduce gradual traffic funneling while traveling south towards Castle Street. Lane funneling from Alpine Avenue to Regent Court will help to reduce vehicular speed, which will improve safety. It will also ensure that vehicles entering the Classic Mile have slowed to a point that it is safer for pedestrians and bicyclists.

Advantages:

- Improved safety.
- Discourage Pacific Avenue as a thoroughfare, so faster traffic chooses Pershing Avenue or El Dorado Street.
- Decreases speed of cars entering Classic Mile to that more appropriate of a pedestrian-centric district.
- Improve on current bottleneck issue just north of Castle Street.

Disadvantages:

- Poorly designed implementation could result in slowing cars too quickly and contribute to a bottleneck back up.
- Possibility of increased accidents where merging occurs.

Discussion:

Slowing vehicular traffic from Alpine Avenue to Regent Court is essential; traffic entering the Classic Mile must travel at a safer speed for bicyclists and pedestrians. This must be done at or before Castle Street. Funneling traffic from Alpine Avenue to Regent Court will also decrease vehicular speed in this area, making it safer for pedestrians crossing the street as well as those walking from UOP and neighborhoods north of Alpine Avenue. Additionally, slowing traffic will help establish Miracle Mile as a destination rather than a “pass through.” The traffic speed goal is to naturally reduce speed to 15–20 mph between Regent Court and Harding Way.

Ownership:

Ownership would fall to the City of Stockton.

Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Funneling creates too much of a bottleneck slow down	Medium	Funneling to be designed in accordance with proven policy/best practice.
Interface with EMS	Low	Seek approval from SPC; SFD for plan.

CI-40: Install flashing beacon four-way stop sign at Monterey and Pacific Avenues.

Estimated Cost:

$3,000 for each installation. Alternatively, a solar powered beacon stop sign typically costs between $2,000 and $5,000 for each installation, depending on various factors such as the location, size, and specific requirements. The cost includes materials, labor, installation, and any necessary traffic control measures.

Description of Concept:

This concept would install a flashing beacon at the four-way stop sign at Monterey Avenue and Pacific Avenue. The Miracle Mile currently lacks high visibility pedestrian crossings that improve safety and esthetics. Beacon stop signs are flashing lights atop a stop sign that draw a driver's attention towards associated traffic control. They are intended to reinforce awareness of existing stop signs and calm traffic. The system can be solar powered with red, flashing LED lights that alert drivers to the existence of pedestrians about to cross. This measure significantly reduces risk, allowing people to cross more safely.

Advantages:

- Increased visibility as the distinctive flashing lights make this crosswalk highly visible to both drivers and pedestrians, especially in low-light conditions or bad weather.
- Traffic Control as flashing beacons serve as a form of traffic control, indicating to drivers that they should be cautious and yield to pedestrians.
- Reduced jaywalking as pedestrians are more likely to use designated crossings.
- Traffic Calming by signaling to drivers that they are entering an area with a higher likelihood of pedestrian activity. This can encourage drivers to reduce speed and be more alert.

Disadvantages:

- Limited effectiveness in some situations. Monterey Avenue, at Pacific Avenue, is a high-traffic, fast-paced area. Some drivers do not always notice or yield to pedestrians at this intersection, especially during heavy congestion or when distracted.
- Over-reliance on markings. Some pedestrians may have a false sense of security when using the flashing beacon if the bright light will protect them. This can lead to risky behavior.
- Driver non-compliance as some drivers may fail to yield to pedestrians at flashing beacon, either due to inattention, lack of awareness, or intentional disregard of traffic rules.
- Maintenance issues if the flashing beacons are not adequately maintained.
- Negative aesthetic impact.
- Potential conflict with traffic on Monterey Avenue.

Discussion:

Including a flashing beacon stop sign at the intersection of Monterey Avenue and Pacific Avenue is a low cost, high-impact investment alternative. This also encourages improvement to pedestrian safety and calming traffic.

Ownership:

Ownership would fall to the City of Stockton's Public Works Department.

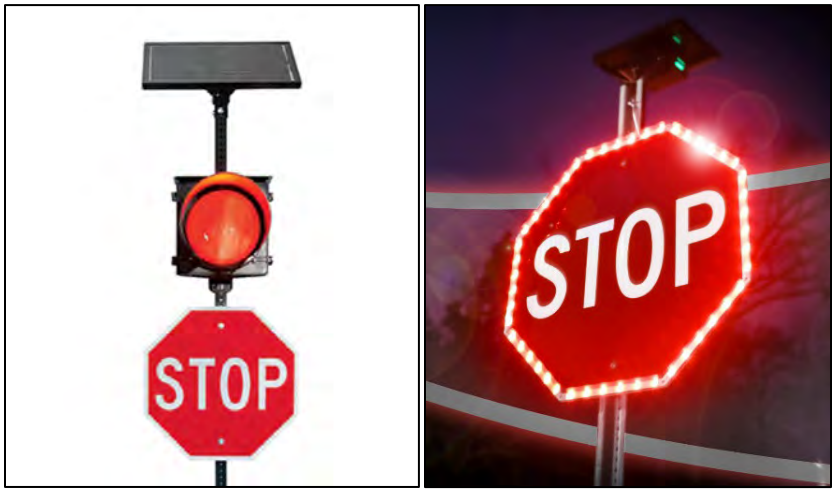
Additional Funding Considerations:

Flashing beacons stop sign installation and maintenance would fall under compulsory Stockton City public work improvements and would not be eligible for special State of Federal subsidies.

Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	High	Make flashing lights bright.
Pedestrian non-compliance	Low	Issue jaywalking tickets.
Driver non-compliance	Medium	Issue traffic citations.
Susceptible to theft	Low	Increase police presence on Mile.

Concept Sketch:



Two examples of flashing stop signs with solar power battery.

CI-41: Install stop signs from Castle Street to Harding Way.

Estimated Cost:

$1,000 per installation, depending on various factors such as the location, size, and specific requirements. The cost includes materials, labor, installation, and any necessary traffic control measures.

Description of Concept:

This concept proposes to install stop signs from Castle Street to Harding Way. Installing stop signs at select intersections from Castle Street to Harding Way would have a major, positive impact on pedestrian safety due to increased traffic calming. Some stop sign installations can be equipped with LED lights that alert drivers to stop or that a pedestrian about to cross. This measure significantly reduces risk, allowing people to cross more safely.

Advantages:

- Pedestrian safety as stop signs provide a designated and marked sign for pedestrians to cross a street safely. This helps reduce the risk of accidents involving pedestrians and vehicles.
- Traffic control as stop signs serve indicate to drivers that they need to stop and yield to pedestrians. This contributes to smoother traffic flow and reduces the likelihood of accidents.
- Legal protection for pedestrians as drivers are legally obligated to stop at a stop sign.
- The presence of well-marked crosswalks can encourage people to walk and use alternative modes of transportation. This supports a more active and healthier lifestyle.
- Stop signs can serve as a form of traffic calming by signaling to drivers that they are entering an area with a higher likelihood of pedestrian activity. This can encourage drivers to reduce speed and be more alert.

Disadvantages:

- In high-traffic or fast-paced areas, drivers may not always notice or yield to pedestrians at a stop sign, especially during heavy congestion or when distracted.
- Some pedestrians may have a false sense of security when crossing at a stop sign, that the sign alone will protect them. This can lead to risky behavior.
- Some drivers may fail to yield to pedestrians at a stop sign, either due to inattention, lack of awareness, or intentional disregard of traffic rules.

Discussion:

Installing stop signs from Castle Street to Harding Way is a low cost, high-impact investment alternative. It also prioritizes calming traffic and improving pedestrian safety.

Intersections should be selected by looking at traffic comprehensively and which areas pedestrians cross a lot.

Ownership:

Ownership would be the City of Stockton's Public Works Department.

Additional Funding Considerations:

Stop sign installation and maintenance would fall under compulsory Stockton City public work improvements and would not be eligible for special State of Federal subsidies.

Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	Low	Include signate or LED lights.
Pedestrian non-compliance	Medium	Issue jaywalking tickets.
Driver non-compliance	Medium	Issue traffic citations.

CI-43: Enhance road surface with installation of pavers or decorative concrete.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would enhance the road surface by installing pavers or decorative concrete. Decorative concrete or pavers mimics the look of stone and other materials, such as slate, brick, flagstone and even wood and brings a vibrant, modern look to public work projects. Public concrete surfaces endure twice the foot and vehicular traffic that residential concretes do, if not more. This is more than enough reason to make sure that sidewalks, streets, and other public surfaces should be built with the best, most affordable materials. Decorative concrete and/or pavers are a highly recommended solution for concrete spaces.

Advantages:

- Abundant design options when selecting color, texture, and pattern.
- Increased road visibility due to the distinctive material.
- Durable and easy to maintain. Regular sweeping, blowing, and rinsing with a hose is usually enough to keep these clean. Decorative concrete is also very durable if it was properly installed and maintained, and able to withstand a wide range of weather conditions.
- Encourages walking.
- A well-maintained street surface constructed with pavers or Decorative Concrete contributes to a positive image of an area. It shows that the community values pedestrian safety and invests in infrastructure to support it.
- Pavers and stamped concrete can have a traffic calming effect due to the texture.

Disadvantages:

- Decorative concrete will be worn down over time. The stamped effect will be diminished over time.
- Expensive to install.
- Maintenance Issues as repairs can be difficult. If pavers and Decorative Concrete are not adequately maintained, their esthetics can be compromised and repairs costly.

Discussion:

Including the installation and maintenance of decorative concrete is a high-impact investment alternative. It also prioritizes the beautification of Miracle Mile and increases pedestrian experience.

Decorative concrete is less expensive than pavers but has a shorter lifespan. Maintenance could be an issue. Decorative concrete could also be used in combination with pavers. Asphalt could be used in combination with pavers as accents. However, pavers are preferred to stamped concrete due to durability and aesthetics.

Ownership:

Ownership would fall to the City of Stockton's Public Works Department.

Additional Funding Considerations:

Decorative concrete and/or paver installation and maintenance would fall under compulsory Stockton City public work improvements and would not be eligible for special State of Federal subsidies.

Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	Low	
Maintenance issues	Medium	Maintain inventory of pavers to ease replacement.
Accessibility challenges	Low	Review new ADA laws and regulations.

Concept Sketch:

Pavers at intersection and sidewalk.

CI-44: Create lane shifts to slow traffic.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would create lane shifts to help slow traffic within the Classic Mile to make it safer for bicycle and pedestrian traffic.

Advantages:

- Improved safety for bicyclists and pedestrians.
- Create speed more appropriate for a retail district.
- Discourage use of the Mile as a thoroughfare.

Disadvantages:

- Increased possibility of accidents at the shifts.

Discussion:

Lane shifting is a proven method to decrease speed. It could be done in conjunction with other calming and parking strategies to slow speed to that more appropriate for a retail and pedestrian-centric district. Slowing the speed of travel through the Classic Mile will also help to define the Mile as a destination rather than a pass-through area, encouraging those whose target is not the Mile to investigate other northern/southern arteries for their travel.

Design of chicanes and islands should incorporate landscaping consistent with Miracle Mile landscaping plan.

Ownership:

Ownership would fall to the City of Stockton.

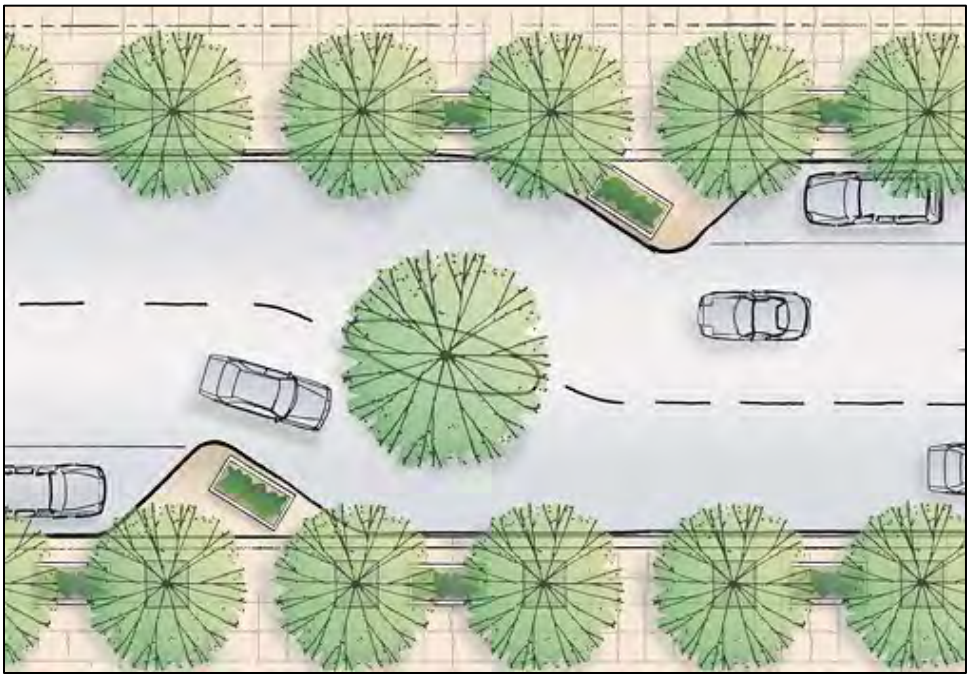
Additional Funding Considerations:

Improving traffic safety and improving safety for pedestrians and bicyclists meet two of the criteria to apply for grants from California Office of traffic Safety.

Risk Impacts:

Risk	Probability	Mitigation
Infrastructure with EMS	Low	Seek approval from SPC; SFD for plan.
Vehicle accidents at lane shifts	Medium	Design accordingly so lane shift is clear.
Maintenance issues	Medium	Increase frequency of maintenance to avoid major issues.

Concept Sketch:



A conceptual design of a chicane and island to slow traffic.

An example of chicane and island directing flow of traffic.

CI-45: Convert Pacific Avenue into three lanes from Alpine to Regent.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept proposes converting Pacific Avenue into a three-lane road—one lane in each direction and a center turn lane.

Advantages:

- Narrower pedestrian crossing distance.
- Improved driver safety when turning on and off Pacific Avenue
- Potential speed reduction from Alpine Avenue to Regent Court and Classic Mile.
- Additional space in the broader cross-section for additional parking, a bicycle lane, landscaping, or pedestrian area.
- Will reinforce traffic funneling before reaching Castle Street.

Disadvantages:

- People may use the central turn lane as a passing lane.
- Potential increase in traffic back log.
- Potential business and neighborhood disruption with traffic turning on side streets.

Discussion:

The corridor from Alpine Avenue to Regent Court is a highly traveled artery in Stockton. The posted speed limit is 35–40 mph and immediately drops to 25 mph at Castle Street, one short block after Regent Court There are no stopping features along this corridor, and few safe crossing points for pedestrians. Additionally, if drivers see the green light at Castle Street, which can be viewed several blocks away, drivers maintain the higher speed onto the Classic Mile. There are no controlled intersections from Alpine Avenue to Regent Court, which also pose a hazard for pedestrian crossing safety and drivers turning left on to and from Pacific Avenue

If a center turn lane is implemented, median islands must be used to prevent people using the center turn lane for passing. Median islands should be landscaped consistently with the landscape plan.

Ownership:

Ownership would fall to the City of Stockton.

Additional Funding Considerations:

There is a potential to fund via grant funding for improving bicycle access.

Risk Impacts:

Risk	Probability	Mitigation
Turn lane could be used as a passing lane	Low	Use median islands to prevent this.
Potential vehicle back log	Low	Gradual traffic funneling must be considered.

Concept Sketch:

Median island with crosswalk.

Before and after example of 4-lane street converted to two lanes by adding median islands, bike lanes and bulb-outs.

CI-46: Convert Pacific Avenue into two lanes from Castle to Harding.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would convert Pacific Avenue into two lanes running from Castle Street to Harding Way by restriping; it will remove all center lanes except turn lanes at controlled intersections (e.g., Castle Street, Cleveland St., and Maple St.).

Advantages:

- Reduced pedestrians' crossing distance.
- Increase driver safety when turning.
- Drivers would no longer use center lanes to pass.
- Drivers would no longer be able to make U-turns in middle of street.
- Increase in traffic calming speed reduction from Castle Street to Harding Way.
- Potential for additional parking area, landscaping, sidewalks, amenities, and outdoor dining.

Disadvantages:

- Potential increase in traffic backups.
- Traffic could divert onto side streets, thus disrupting residential neighborhoods.

Discussion:

This portion of Pacific Ave, the Classic Mile, is highly traveled. Currently, there is a 25-mph limit, several uncontrolled crosswalks, and three controlled intersections along this portion of Pacific Avenue. A new two-lane road design would have an immediate traffic calming effect which could reduce driver vs. pedestrian accidents.

This area is where traffic calming efforts should culminate as this is the primary pedestrian area. Additionally, emergency vehicle access should be carefully considered and approved through Stockton Fire Department. A traffic study should be conducted to determine if there are left turns that a highly used. If this is determined, a turn lane could be kept at select locations.

Ownership:

Ownership would fall to the City of Stockton.

Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Emergency vehicle access issues	Low	Plans will be approved by Stockton Fire Department.

Concept Sketch:

Image of two-lane street utilizing parallel parking and bulb-outs.

CI-56: Introduce median islands along Pacific Avenue.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would introduce median islands along Pacific Avenue from Alpine Avenue and Harding Way to help control traffic and resolve current issues with traffic behavior.

Advantages:

- Limit people using the turn lane as a passing lane.
- Opportunity for landscaping and lighting.
- Could be combined with lane shifts to reinforce traffic calming.
- Could be used to control left turns at dangerous intersections.
- Could be used to reinforce pedestrian safety at crosswalks (especially between Alpine Avenue and Castle Street).

Disadvantages:

- Potential to make drivers feel more protected and speed up traffic.

Discussion:

This would take the area along Pacific Ave, between Regent Court and Harding Way and between Alpine Avenue and Regent Court, and reduce the road to two lanes (removing the turning lane). If this concept is not implemented, median islands must be provided to control the current issues with vehicles using the turn lane as a passing lane. This will resolve the conflicts with left turns from both directions that use the same area of turn lane.

Median Islands Shall be planted consistent with the Miracle Mile landscaping plan. Additionally, a continuous center median can make drivers feel more emboldened to drive faster and should not be implemented.

Ownership:

Ownership would fall to the City of Stockton.

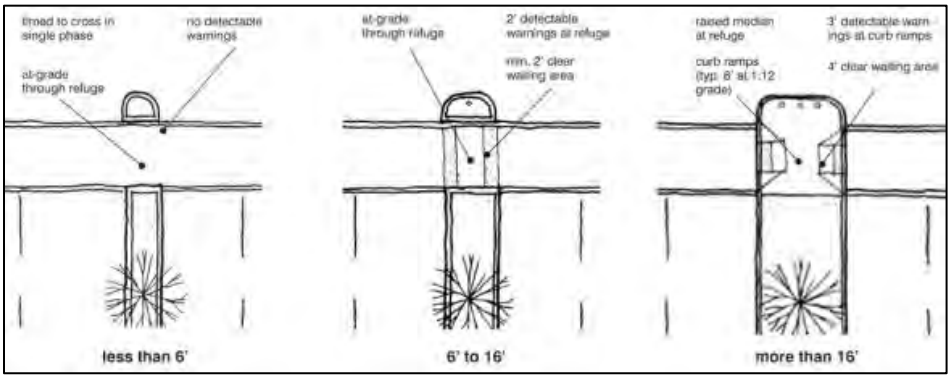
Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Traffic speeding up	Low	Medians island locations would need to be studied and should be used to control traffic.
Could divert people to different streets	Medium	Traffic diversion should be studied to mitigate.

Concept Sketch:



Three concepts for utilizing a median island.

An example of utilizing median islands.

Example of median island with crosswalk intersection.

CI-58: Build a traffic calming feature at Regent Court.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would create a roundabout, traffic circle, or chicane at Regent Court and Pacific Avenue to reinforce a slower speed south of Regent Court. This feature will act as the threshold for the main walkable area of the Miracle Mile.

Advantages:

- Reinforces traffic calming when traveling south down Pacific Avenue
- Safer for pedestrian crossing.
- Could be combined with an iconic threshold feature.
- Could help resolve current traffic issues (current issues with U-turns).
- This is a hot spot for vehicle collisions. Design should improve the flow of traffic.
- Improvements to pedestrian crossing across Pacific Avenue to get to the post office could be tied into this effort.

Disadvantages:

- Would need to be maintained and repaired.
- There may be more risks of vehicular damage due to adjacency to the flow of traffic.
- Traffic may be inadvertently diverted into the neighborhood.

Discussion:

Regent Court should be the culmination of traffic calming before arriving to the main pedestrian-oriented area of the Miracle Mile. This element will reinforce the traffic calming efforts and can be used to house a threshold element for Miracle Mile. The design of the feature should incorporate historic elements of the Miracle Mile, decorative lighting, and public arts.

The City should consider current traffic concerns at this location and use this opportunity to address them and improve the traffic flow at Regent Court. The implementation of this element should improve pedestrian safety and comfort as well. Additionally, this element should be landscaped and follow the design criteria of the rest of the district.

Ownership:

Ownership would fall to the City of Stockton.

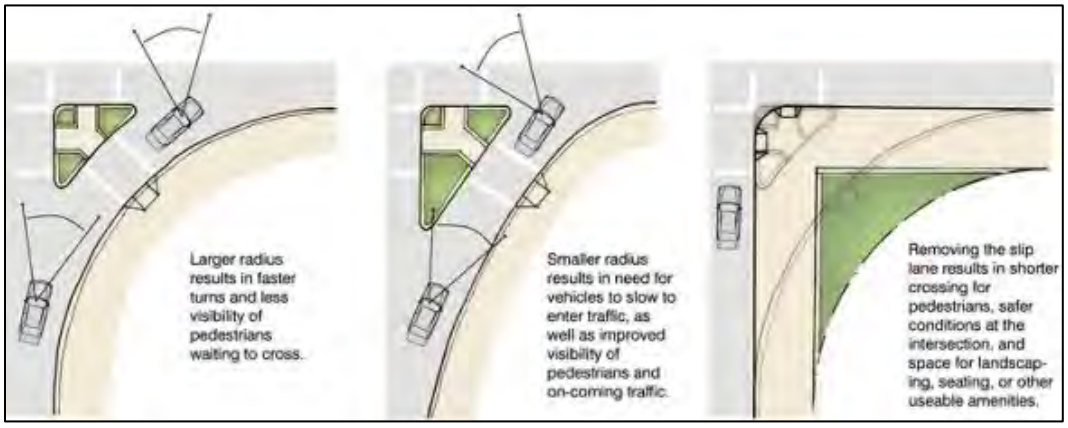
Additional Funding Considerations:

No additional funding opportunities were identified at this time.

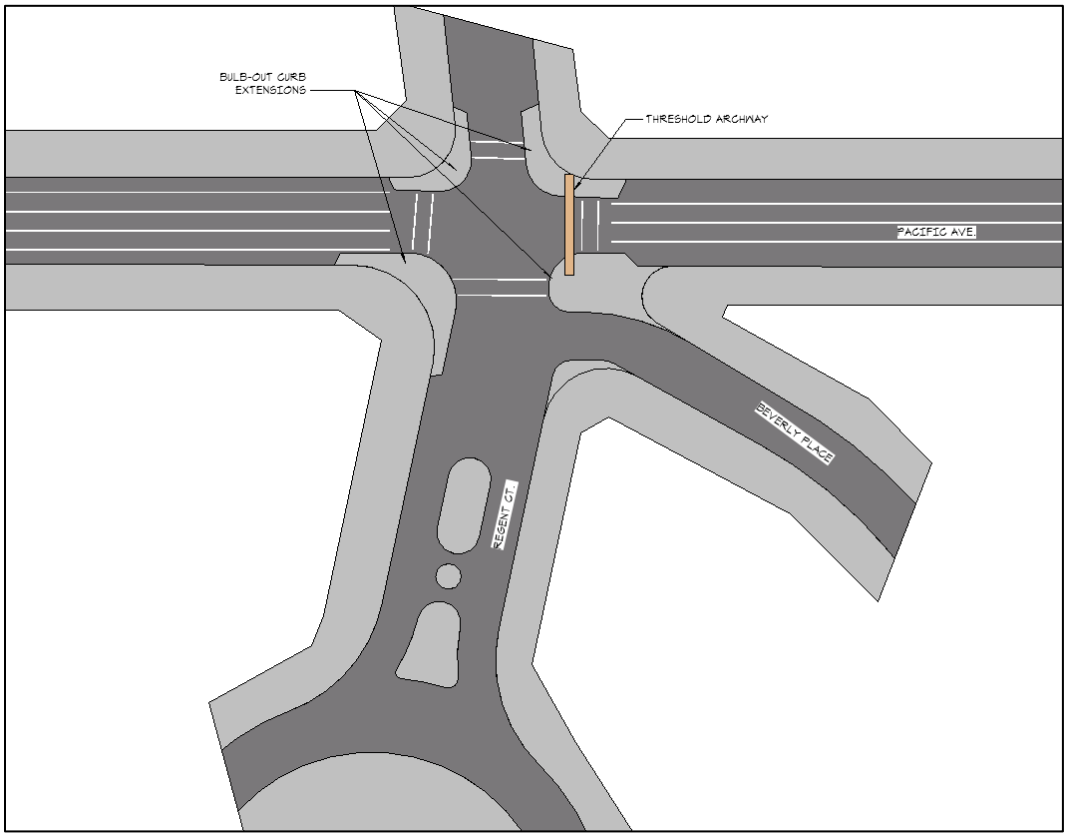
Risk Impacts:

Risk	Probability	Mitigation
Damage	Medium/High	Should be designed to have high resilience both to vehicle damage and materials that are easy to clean.
Change of traffic flow	Medium	The design of this element and how it will impact neighboring streets should be carefully studied.

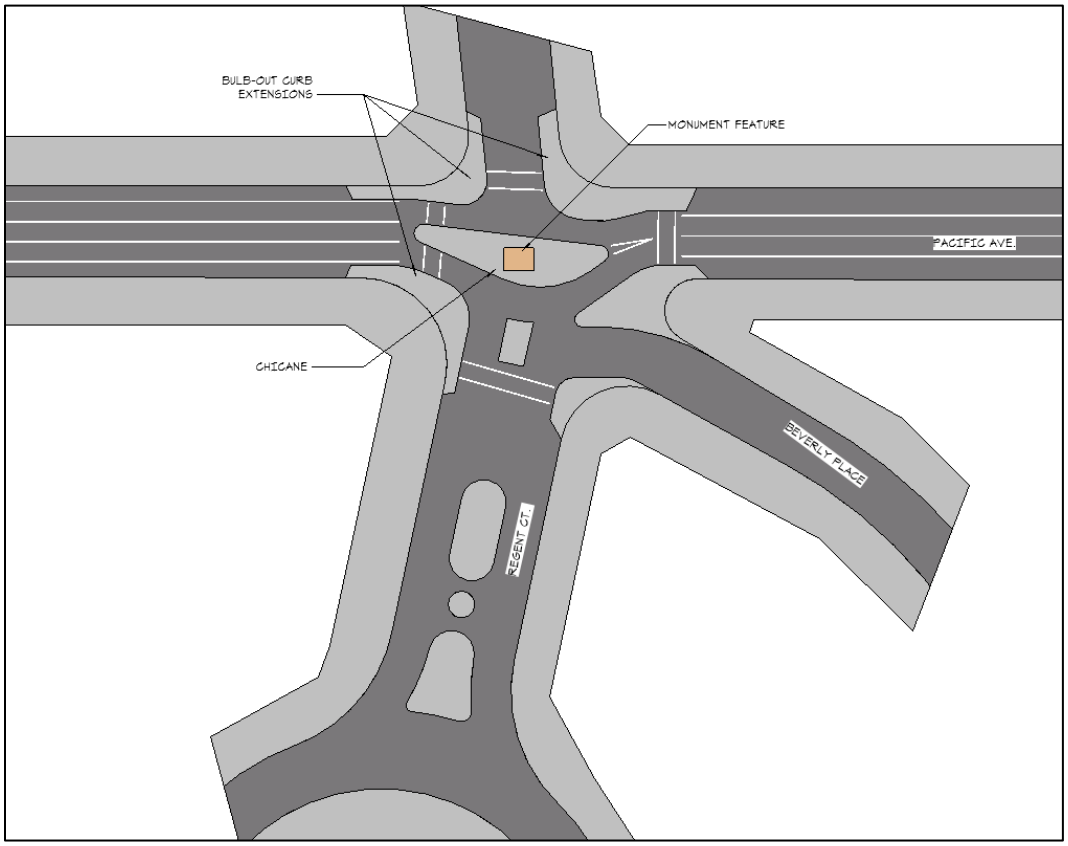
Concept Sketch:



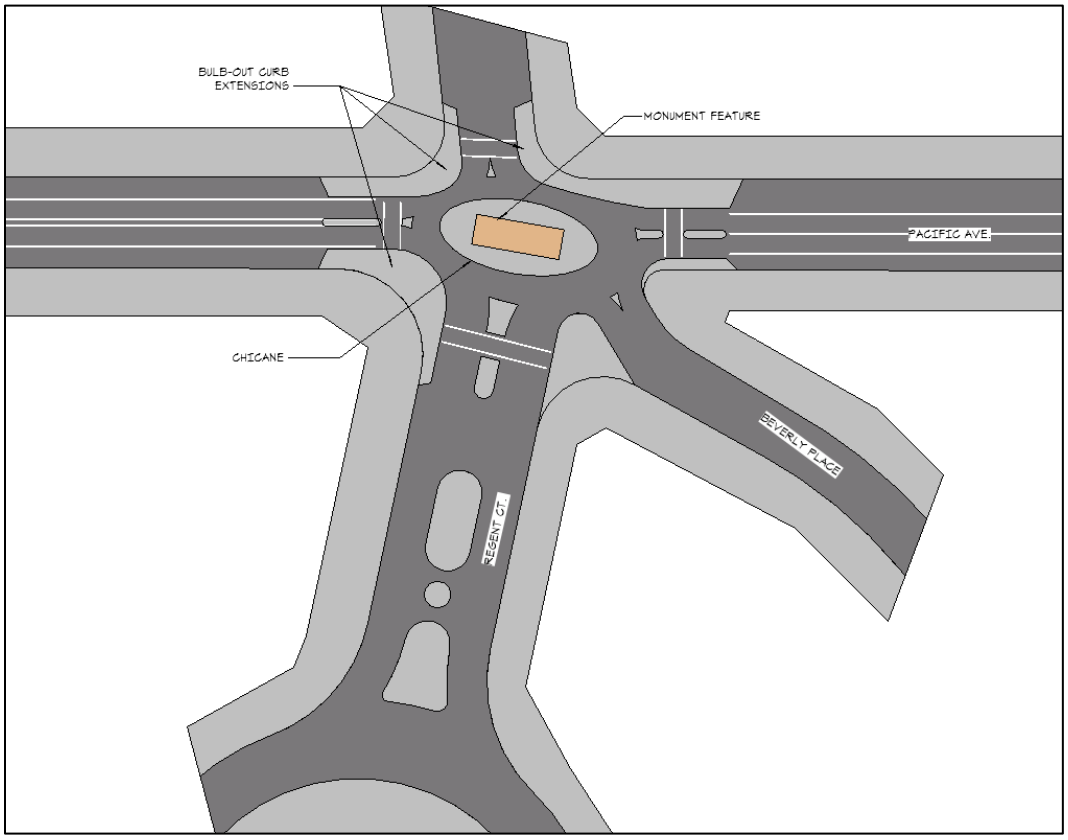
Current island at Beverly and Regent is a pedestrian safety concern.



Bulb-out curb extensions with entry arch.

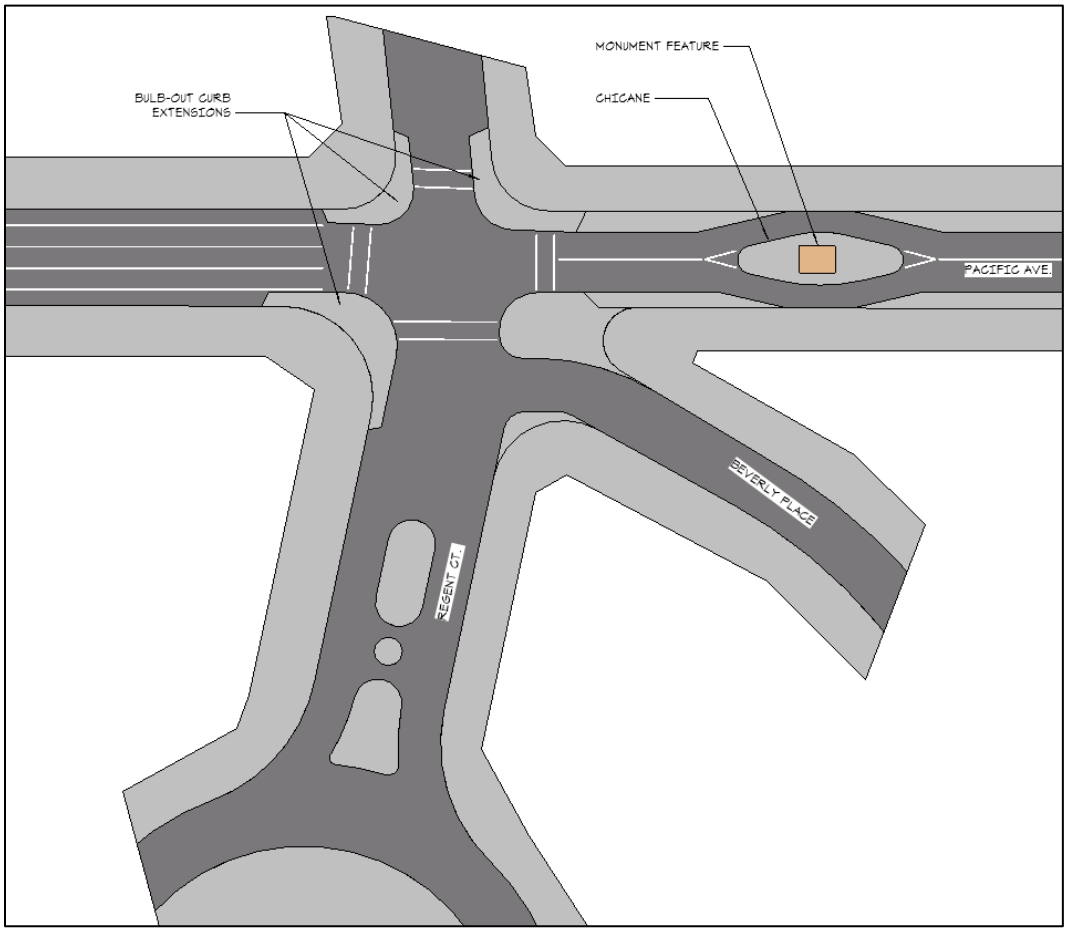


Chicane with monument feature.



Traffic circle with monument feature.

Example of traffic circle with lighted art feature.



Chicane between Regent and Castle.

Example of chicane with pavers and landscape feature.

CI-60: Install technology infrastructure to support future growth.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would use the opportunity of reconstructing public spaces to provide technology and flexibility for future growth and development.

Advantages:

- "Futureproofing" the area.
- Provide opportunity for future development both by public entities and business development.

Disadvantages:

- Infrastructure could be installed that is never utilized.

Discussion:

This option to provide hook-ups for future technology utilization includes, but is not limited to:

- Power for lighting at all tree wells and planters.
- Power in pedestrian areas for potential market use or future business use.
- Power for event lighting, AV, food service, market stalls, etc.
- Technology infrastructure to connect to broader communities.
- Irrigation to all planters.
- Power and data lines for speakers throughout the Classic Miracle Mile.
- Infrastructure for future development of seasonal activities such as Christmas tree lightings, ice skating, meet Santa/Easter Bunny, summertime concerts, etc.
- Infrastructure for traffic cameras.

The infrastructure for these should be provided during Phase 1 while road and sidewalk improvements are being done. Research should be conducted during the Development Phase to make sure full advantage is taken of opportunities to incorporate upcoming technology in an attempt "future-proof" these improvements.

Ownership:

Infrastructure shall the responsibility of the City of Stockton. Programs and equipment will be the responsibility of community organizations, businesses, etc.

Additional Funding Considerations:

Funding may be required depending on who pays for power; a system may need to be established.

Risk Impacts:

Risk	Probability	Mitigation
Infrastructure is never used	Medium	It is better to provide the opportunity for growth while possible, to provide future flexibility.

Concept Sketch:

Street trees should have power available for lighting.

Areas that could support a pop-up event should be considered and provided with power and infrastructure for flexible future use.

Power should be provided in some areas to support pop-up music performances.

Seasonal activities should be considered and provided for.

CI-65: Program leading pedestrian intervals at intersections.

Estimated Cost:

A leading pedestrian interval (LPI) is a low-cost option for adding pedestrian safety. The FHA estimates that reprogramming traffic signals to accommodate an LPI can cost between $200 and $1,200 per intersection, a drop in the bucket compared to how much pedestrian or bicyclist injuries cost a city.

Description of Concept:

This concept proposes reprogramming traffic signals to include LPIs at all existing and new stoplights. A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3–7 seconds before vehicles are given a green indication.

Advantages:

- Enhanced safety for pedestrians as LPIs make pedestrians more visible to drivers. This visibility can significantly reduce the likelihood of collisions, especially turning conflicts where vehicles and pedestrians share the movement phase.
- Reduced conflicts between pedestrians and vehicles.
- Improvement in traffic flow as vehicles may experience fewer delays caused by waiting for pedestrians to clear the intersection, particularly where turning movements are significant.
- Cost-effective safety improvement as they often require only adjustments to existing traffic signal timing; they can be implemented quickly and at a lower cost than physical infrastructure changes.

Disadvantages:

- Increased wait times for vehicles as LPIs add a few seconds of delay for vehicles at intersections, which can accumulate over time, particularly during peak traffic hours, leading to increased travel times and contributing to congestion.
- Limited effectiveness for non-compliant drivers.
- Confusion among road users as drivers may not understand why they are being held at a red light when pedestrians are allowed to cross, potentially leading to frustration or aggressive driving behaviors.
- Reduced efficiency at low traffic volumes as during times when pedestrian and vehicle traffic is low, the LPI may unnecessarily delay vehicles since the risk of conflict is minimal. This could affect the overall efficiency of the traffic signal operation.
- Potential for increased rear-end collisions.

Discussion:

Including the programming of LPIs is a low cost, high-impact investment alternative which prioritizes calming traffic and improving pedestrian safety.

Ownership:

Ownership would belong to the City of Stockton.

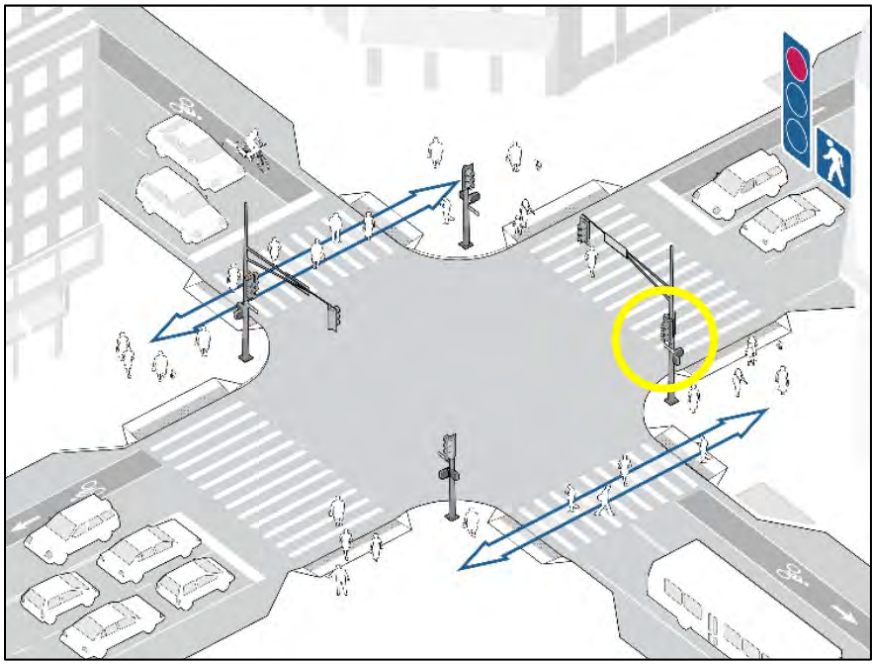
Additional Funding Considerations:

LPI programming and maintenance would fall under compulsory Stockton City public work improvements and would not be eligible for special State of Federal subsidies.

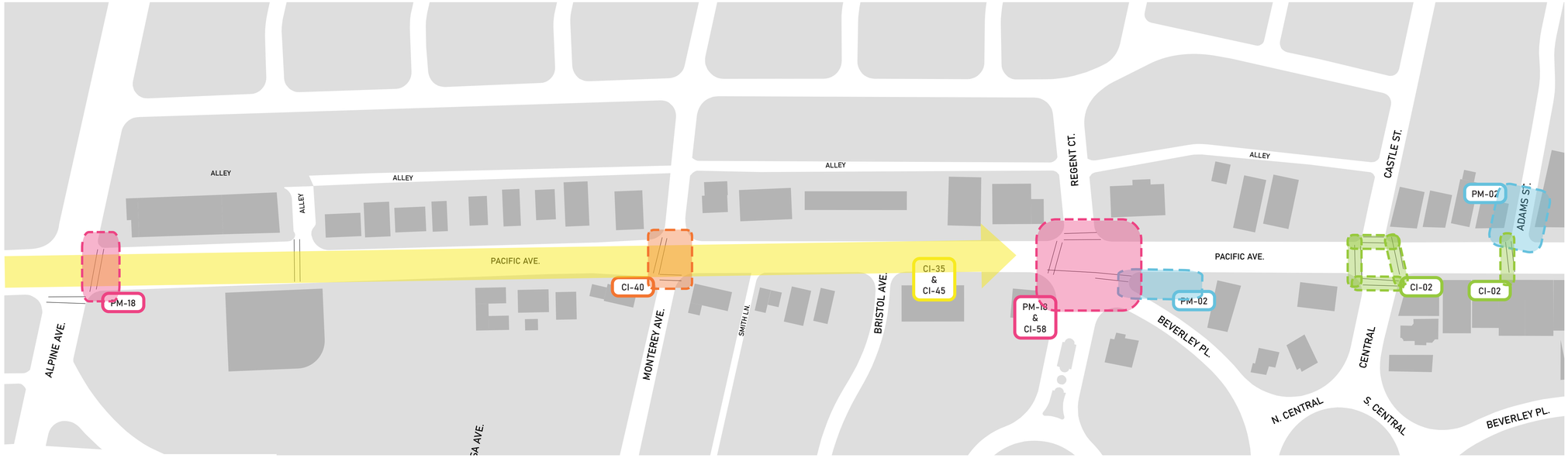
Risk Impacts:

Risk	Probability	Mitigation
Limited effectiveness	Low	Include signate or LED lights.
Pedestrian non-compliance	Low	Issue jaywalking tickets.
Driver non-compliance	Medium	Issue traffic citations.

Concept Sketch:



Leading pedestrian intervals allow crosswalk flow before a green light is given for general travel lanes.



PACIFIC AVE - ALPINE TO CASTLE

PACIFIC AVE - CASTLE TO HARDING

GENERAL NOTES:

1. THIS DIAGRAM REFERENCES DEVELOPMENT FORMS FROM THE PLACEMAKING AND CIVIL IMPROVEMENTS SUBCOMITTEES. THIS ADRESSES HIGH PRIORITY LOCATIONS FOR SOME ITEMS OUTLINED. DEVELOPMENT FORM ITEMS THAT ARE NOT INCLUDED HERE SHOULD STILL BE CONSIDERED.

2. ALL ITEMS SHOULD BE DESIGNED TO BE CONSISTENT WITH THE MOOD BOARD THAT ACCOMPANIES THIS DOCUMENT AND THE LANDSCAPE PLAN OUTLINED IN PM-23-31.

3. HISTORICAL AND ARTISTIC FEATURES OUTLINED IN PM-38 & PM-46 SHOULD BE FEATURED IN SOME OR ALL OF THESE HIGH PRIORITY LOCATIONS.

4. ITEMS CI-03, CI-8, CI-14, AND CI-43 SHOULD BE CONCENTRATED IN THE RED AREA BETWEEN CASTLE AND WALNUT AND EXPANDED NORTH AND SOUTH AS FUNDING PERMITS.

A MIRACLE MILE AD-HOC COMITTEE
PLACEMAKING AND CIVIL IMPROVEMENTS LOCATION PRIORITY DIAGRAM.

MIRACLE MILE

EST. 1922

STOCKTON, CALIFORNIA

SUGGESTED COLOR PALLETTE

COLOR PALLETTE FOR ACCENT COLORS. THIS PALLETTE RELATES TO CURRENT MIRACLE MILE BRANDING AND TAKES INSPIRATION FROM SUN AN WATER RELATING TO THE DELTA. THIS COULD BE USED FOR ART, STREET FURNISHINGS, OR OTHER FEATURES

PAVEMENT MATERIALS

MIX PAVERS AND CONCRETE. RED BRICK PAVERS RELATES TO EXISTING BUILDINGS.

BRICK ALONG THE STREET EDGE OF THE SIDEWALK CREATES A GOOD BUFFER BETWEEN PEDESTRIANS AND PARKING. THIS ALSO BECOMES A GOOD PLACE FOR TREEWELLS AND STREET FURNISHINGS

LIGHTING

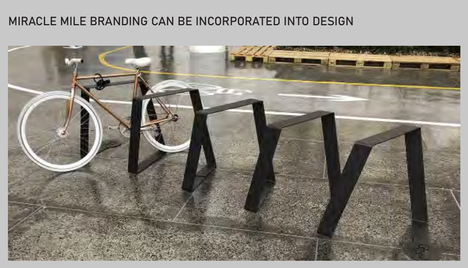
SEE SECURITY & LIGHTING DEVELOPMENT FORMS FOR MORE DETAIL

STREET FURNISHINGS

STYLES CAN MIX TRADITIONAL AND CONTEMPORARY STYLES.

WOOD AND CAST IRON CAN BE USED TO COORDINATE WITH EXISTING BUILDINGS, AND BRIGHT COLOR POPS CAN BE USED TO BRING IN A PLAYFUL TOUCH

MIRACLE MILE BRANDING CAN BE INCORPORATED INTO DESIGN



B MIRACLE MILE AD-HOC COMITTEE
PLACEMAKING AND CIVIL IMPROVEMENTS MOOD BOARD DIAGRAM

COMMUNITY ENGAGEMENT

CE-03: Develop a buy-a-brick program and other fundraisers to supplement funding for Miracle Mile.

Estimated Cost:

$0

Description of Concept:

This concept would provide a chance for community investment towards the revitalization of downtown by allowing the purchasing of brick(s) that will be utilized for specific projects on the Miracle Mile.

Advantages:

- Community investment.
- Functional decoration.
- Minimal risk or workload added to existing project planning.
- Potential for increased additional funding.

Disadvantages:

- Planning complications and logistics.
- Maintenance and upkeep of bricks.

Discussion:

The addition of the buy-a-brick program will increase community investment throughout the project by enabling ownership in the area. This program would incur minimal impact to the overall improvement project. The program can also potentially help to offset the cost of other projects that are desired, but not required, for the Miracle Mile revitalization. The maintenance will be needed for when the bricks are damaged over the years; however, this could be rolled into other cleaning/maintenance projects with minimal additional work.

Ownership:

Ownership of this concept would initially be the responsibility of the Miracle Mile Community Improvement District (MMCID), then transferred to the City of Stockton for construction and maintenance.

Additional Funding Considerations:

No additional funding is expected to be needed.

Risk Impacts:

Risk is exceedingly low and is related to the maintenance and upkeep of the sponsored bricks.

Risk	Probability	Mitigation
Damage to bricks	Low	Regular maintenance and replace, if damaged.

Concept Sketch:

Brick wall concept for fundraiser.

CE-06: Develop a survey for property owners, business owners, and residents.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would survey property owners, business owners, and residents to obtain feedback and ideas on what is important to them and what concerns may be present.

Advantages:

- Mitigating issues before they develop.
- Identify timelines and projects that are important to those directly affected.
- Allow for feeling of involvement and investment from locals.

Disadvantages:

- Managing expectation from those who respond.
- Unrealistic concerns/desires.
- Potentially complicating project timelines and concepts.

Discussion:

Part of this project is to revitalize and invigorate Miracle Mile. That is not possible without community buy-in and involvement. This step will be instrumental to ensure that we are building good faith with the local community, residents, and businesses. The risk is low if the survey is worded as such to ensure those who respond understand that it is a collective voice and a solo one. Timelines and communication regarding the results are important to ensure those who respond feel their time was taken seriously and truly considered.

Ownership:

A survey should be built into the project outreach by the design firm awarded the project, in addition to public mailings and outreach to keep the public apprised of updates to the project.

Additional Funding Considerations:

No additional funding is currently needed.

Risk Impacts:

Risk	Probability	Mitigation
Unrealistic expectations	Low	Intentional communication and openness.

CE-07: Create a student survey for University of the Pacific and Delta College.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

Survey students from Delta college and the University of the Pacific's (UOP's) Stockton campus to obtain feedback and ideas on what is important to them and what concerns may be present.

Advantages:

- Mitigating issues before they develop.
- Identify timelines and projects that are important to those directly affected.
- Allow for feeling of involvement and investment from locals.

Disadvantages:

- Managing expectation from those who respond.
- Unrealistic concerns/desires.
- Potentially complicating project timelines and concepts.

Discussion:

Part of this project is to revitalize and invigorate Miracle Mile. That is not possible without community buy-in and involvement. This step will be instrumental to ensure that we are building good faith with the local community, residents, and businesses. The risk is low if the survey is worded as such to ensure those who respond understand that it is a collective voice and a solo one. Timelines and communication regarding the results are important to ensure those who respond feel their time was taken seriously and truly considered.

Ownership:

A survey should be built into the project outreach by the design firm awarded the project, in addition to public mailings and outreach to keep the public apprised of updates to the project. Additional coordination is advocated for the design firm to partner with the public affairs offices at each school.

Additional Funding Considerations:

No additional funding is needed unless a licensing fee is required for the implementation of the survey.

Risk Impacts:

Risk	Probability	Mitigation
Unrealistic expectations	Low	Intentional communication and openness.

CE-10: Celebrate neighborhoods surrounding the Miracle Mile with a banner program.

Estimated Cost:

$50,000–$75,000

Description of Concept:

This concept would create banner signs to identify and highlight the neighboring blocks of the Miracle Miles.

Advantages:

- Identifying the surrounding neighborhoods of the Miracle Mile.
- Recognizing the beauty and distinction of the historic neighborhoods.

Disadvantages:

- The cost of maintaining the banners.
- Cost of the design.

Discussion:

As one of the oldest and unique areas of Stockton, it is important to identify the neighborhoods surrounding the Miracle Mile with distinct and unique signage. The banners would allow this and give the community a visible marker they are entering these neighborhoods.

Ownership:

The City would allocate these funds to the MMCID to manage and oversee project. Efforts are currently underway by MMCID.

Additional Funding Considerations:

The City would be a source of additional funding.

Risk Impacts:

Risk	Probability	Mitigation
Ongoing costs of banner maintenance	Medium	Securing funding for the City revitalization project to maintain the upkeep.
Lack of program manager to run the banner program	High	

Concept Sketch:

Example of neighborhood banners celebrating the community.

CE-14: Encourage music pop-ups at various locations along the Miracle Mile.

Estimated Cost:

$0

Description of Concept:

This concept would utilize the local community to not only support local artists and musicians and draw the community out to support local businesses.

Advantages:

- Support local artists and musicians.
- Showcase local talent.
- Create a welcoming environment of safety and community.
- Draw community and students to downtown Stockton with minimal maintenance, wholesome activities.

Disadvantages:

- Cost for some musicians.
- Location for safe playing/performance.
- Protection/safety for those performing.
- Coordination and planning will need to be centralized/carefully planned.
- Communication/advertisement needs.

Discussion:

The community has a deep connection to artists and musicians including the conservatory of music at UOP. Leveraging these musicians to create a welcoming environment not only provides an avenue to involve the community through their skills but also provides the community the opportunity to learn about the musicians and the talent in the community. If properly executed it could lend to full support an invigoration on both ends. Some potential concerns could be the cost associated with the payment of some performers, the coordination of the efforts, the location of their performance, and the timing. Another consideration would be the security needed not only for those visiting downtown but for those performing as well. The benefit from doing this initiative well is exponential, but careful planning and consideration will be necessary.

Ownership:

The owners of this concept could range from the MMCID to property and/or businesses owners.

Additional Funding Considerations:

Funding will need to be obtained for the cost associated with security, performers, maintenance of performance areas, etc.,

Risk Impacts:

Risk	Probability	Mitigation
Security	Medium	Increase security on performance days.
Negative reception	Low	Communicate which days are performance days to allow those who do not wish to be impacted/participate to plan accordingly.

Concept Sketch:

Residents enjoying music in a park.

MOBILITY

MOB-04: Add bike lanes along Pacific Avenue.

CI-45: Road Design – Convert Pacific Avenue into a three-lane road from Alpine to Regent.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would install low-stress bicycle facilities along Pacific Avenue, from Alpine to Harding, consistent with best practice recommendations from the FHWA Bikeway Selection Guide and City of Stockton Bicycle Master Plan. The preferred treatment is a road diet from Alpine to Castle to install Class IV bicycle lanes; traffic calming from Castle to Harding bring speeds below 25mph to support a Class III bicycle boulevard.

This strategy has been merged with CI-45, which discusses converting Pacific Avenue into a three-lane road from Alpine to Regent, which is consistent with this recommendation. To reduce costs, utilize existing roadway footprint to and use/maintain parking on east side of roadway adjacent to businesses as buffer. Use bollards on west side of roadway.

Advantages:

- Improves safety for bicyclists.
- Reduces vehicle speeds.
- Supports non-motorized travel and reduces parking demand.
- May increase small business foot traffic.

Disadvantages:

- May require some parking removal to fit bicycle facilities.
- May require additional maintenance for Class IV facilities.
- Trade-offs with other civil improvement concepts.

Discussion:

Creating new bicycle facilities for the Miracle Mile is a key component of creating a vibrant place for people to live, work, and play. The installation of dedicated bicycle facilities along Pacific Avenue is outlined in the City's Bicycle Master Plan (2018) as part of the backbone bicycle network that will eventually extend across the city. Today, people traveling by bicycle must share the roadway with fast-moving vehicles, and do not have clear places to ride. This discourages traveling by bicycle, especially for families or those traveling with small children, and increases the reliance on vehicles; it also increases the need for auto parking along the corridor.

Conducting a road diet on Pacific Avenue will be required to fit the recommended Class IV bicycle lanes from Alpine to Castle. This can be done within the existing city right-of-way and without significant impacts to personal property. The existing four-lane configuration should be modified to two travel lanes, with the option for a third turn lane where necessary. Road diets are associated with numerous safety benefits, including reduced crash rates for motorists, reduced exposure for

pedestrians crossing the street, and overall lower vehicle speeds, which are directly associated with increased survivability when a crash does occur.

For the section of Pacific Avenue, from Castle towards Harding (the "Classic Mile"), bicycle improvements should be done in conjunction with traffic calming. If speeds are reduced to 25mph or less, a bicycle boulevard utilizing shared pavement markings, signage, traffic calming (chicanes, bulb-outs, etc.), and conflict striping is appropriate. If speeds are not lowered, a more robust facility would be required to safely accommodate bicycles, which would trigger the need for additional tradeoffs or parking removal.

Creating safer options for bicyclists to the Miracle Mile is also an important goal to support a vibrant business district. Studies have shown that bicycle lanes can function as a catalyst for local businesses, reduce commercial vacancies, and increase sales; additionally, adding bicycle lanes and bicycle parking can increase the capacity of roads and parking supply, thus increasing the number of customers who can frequent a business.

Ownership:

Ownership for this concept would fall to the City.

Additional Funding Considerations:

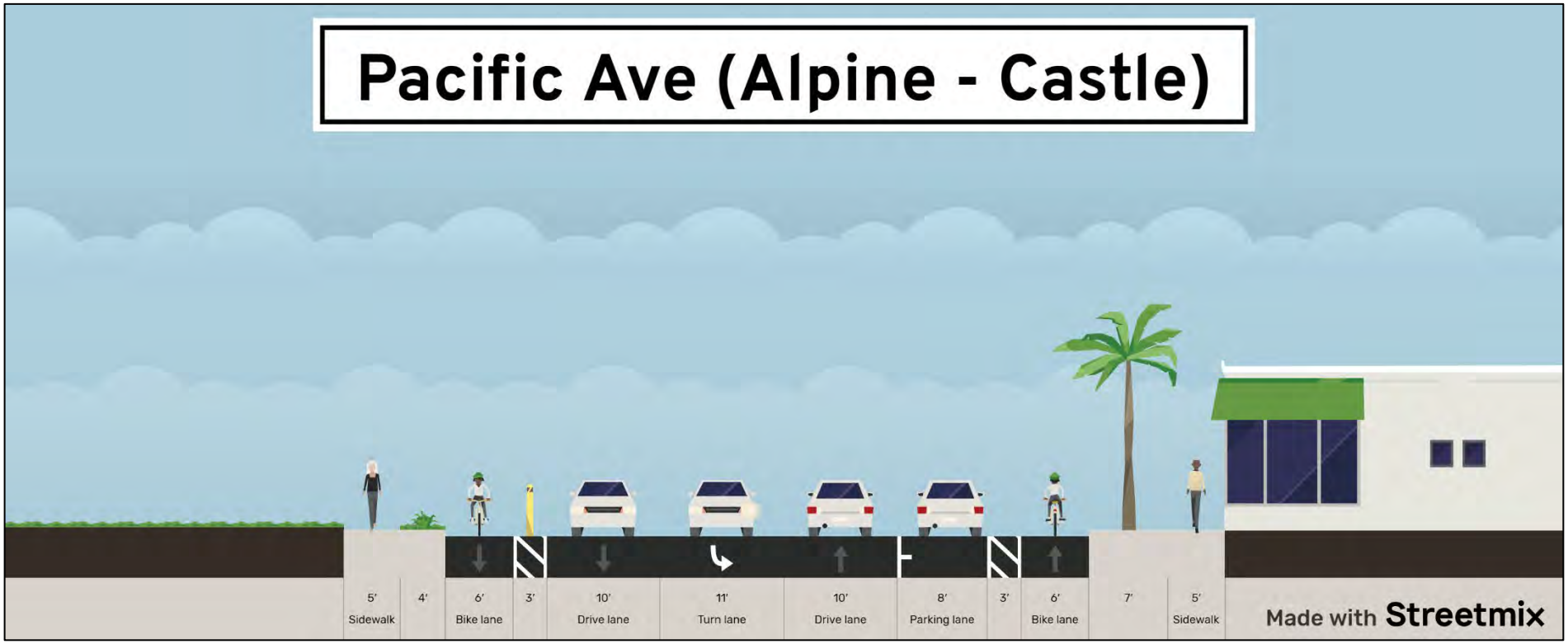
Maintenance of Class IV bicycle lanes may require additional funding or strategies, as the City does not currently maintain any Class IV facilities. Maintenance (regular sweeping, trash pickup, etc.) could be conducted in partnership with the Miracle Mile Community Improvement District (MMCID) or via an "adopt-a-bike lane" type program.

There are numerous funding sources that support the installation of bicycle lanes, but these programs are often highly competitive and slow-moving. The use of these available funds to support bicycle lanes will expedite their installation while also meeting multiple goals around community vitality and safety.

Risk Impacts:

Risk	Probability	Mitigation
Crashes involving bicyclists on the roadway	High	Install bicycle facilities.
High speed traffic discourages biking and walking	High	Reduce speeds via physical measures such as a road diet and traffic calming.
Increased maintenance needs	Medium	Proactive work with MMCID and PW departments to address any maintenance concerns.

Concept Sketches:



Example roadway cross section with Class IV bikeways, looking north on Pacific Avenue near Caldwell Park.

Examples of traffic calming and bicycle boulevards in commercial districts

MOB-05: Add bike parking along Pacific Avenue or on the side streets near intersections.

Estimated Cost:

$5,000–$10,000 ($300–$500 per unit at five intersections for basic inverted U shape; price increases for decorative, artistic, or custom racks).

Description of Concept:

This concept would install bicycle parking along the Miracle Mile with secure and highly visible racks provided on every block of the Classic Mile and as needed at other business areas.

Advantages:

- Creates secure locations to lock bicycles.
- Promotes and encourages bicycle riding to the Miracle Mile.
- Prevents people from wanting to bring bicycles inside stores.

Disadvantages:

- Takes up sidewalk space.
- Potential for maintenance costs.

Discussion:

Installing bicycle racks along the Miracle Mile promotes and encourages the idea of riding bicycles as a viable method of transportation to/from the Miracle Mile. The provision of secure and visible bike racks gives riders security and comfort in getting off their bicycles to shop, dine, and patronize the Miracle Mile. Bicycle racks also offer an opportunity for creative branding and place-making along the Mile. Artistic bicycle racks at key locations can provide a sense of community identity while also serving as functional art.

Ownership:

The City's approval is required. There are potential partnership opportunities with business owners and MMCID to install and maintain bicycle racks. There may be the opportunity to streamline installation by getting a blanket encroachment permit or agreement with the City.

Additional Funding Considerations:

Bicycle racks offer opportunities for creative funding partnership. This could include the Arts Commission, partnering with groups like the San Joaquin Regional Transit District, community fundraising, or sponsored racks by businesses or civic institutions for the "functional art" racks.

Risk Impacts:

Risk	Probability	Mitigation
Bike theft	High	Install bicycle racks.
Sidewalk conflicts	Low	Install racks according to City requirements.

Concept Sketches:

Artistic bicycle racks

Artistic bicycle rack

Hoop bicycle rack.

Mock-up of a custom bike rack with the "Miracle Mile: live, shop, dine" logo.

MOB-07: Explicitly improve routes and wayfinding throughout the Miracle Mile with an emphasis on parking.

Estimated Cost:

$75,000

Description of Concept:

This concept would add signs at strategic points in the areas surrounding Miracle Mile to facilitate travel to the Mile via multiple transportation modalities—such as pedestrian, cyclist, scooter, skateboard, transit, and personal vehicle. These strategic points will target areas of high traffic and visibility, with a focus on wayfinding to parking lots. The locations of the additional signs should include the existing bicycle paths with the hopes of encouraging cyclists towards the Mile. Along the Classic Mile, additional signs should be posted to direct motorists to parking locations. The signs should match the improved aesthetics of the Mile itself.

Advantages:

- Promotes more visits to the Mile.
- Clear signs make navigation convenient.
- Aesthetically pleasing.
- Opportunity to raise awareness of local history.
- Raises presence outside of its actual circumscribed location.

Disadvantages:

- Vandalism.
- Must be accurate.

Discussion:

A primary goal is to increase the number of visitors to the Mile. Clear signage makes it easier for people to navigate the Mile; people tend what is easier for them to do. Additionally, the signs will serve as a reminder of the presence of the Mile for those who are nearby, encouraging a visit. The signs offer an opportunity to spread the new aesthetics of Miracle Mile into the surrounding areas, thus promoting Stockton as a more beautiful environment overall. In addition to directions, these signs will offer the opportunity to educate individuals about local history in ways that increase a sense of belonging.

Ownership:

The City would take ownership with a potential for partnership with MMCID, individual businesses, UOP, Delta College, and Visit Stockton.

Additional Funding Considerations:

There may be organizations that would like to have input into the extra historical and aesthetic benefits of these signs. These organizations may be able to contribute to funding.

Risk Impacts:

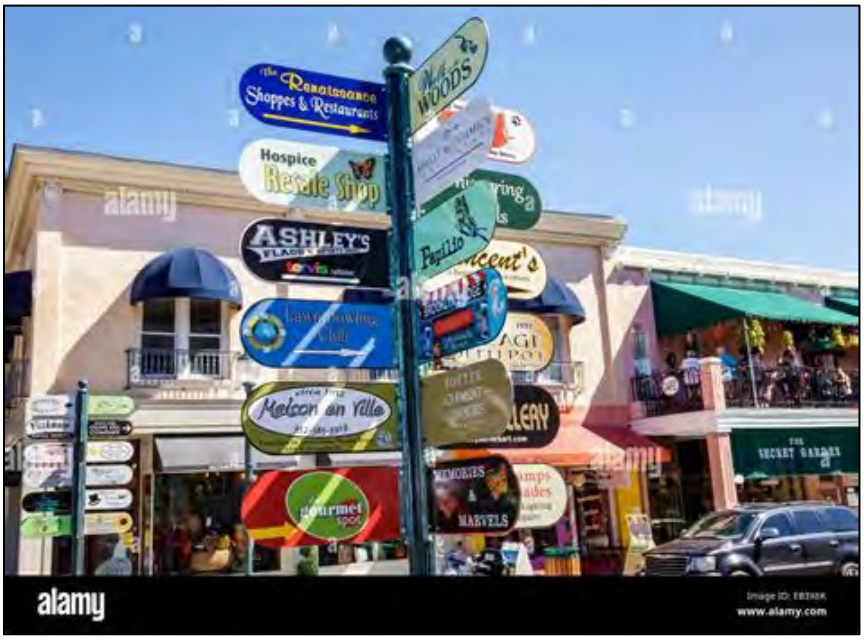
Risk	Probability	Mitigation
Visitors to Stockton may be ignorant of the location of Miracle Mile	High	Well-placed signs will directly mitigate this risk.
Visitors may circle or leave if unaware of parking locations	High	Directional signs to indicate parking lot locations.

Concept Sketches:

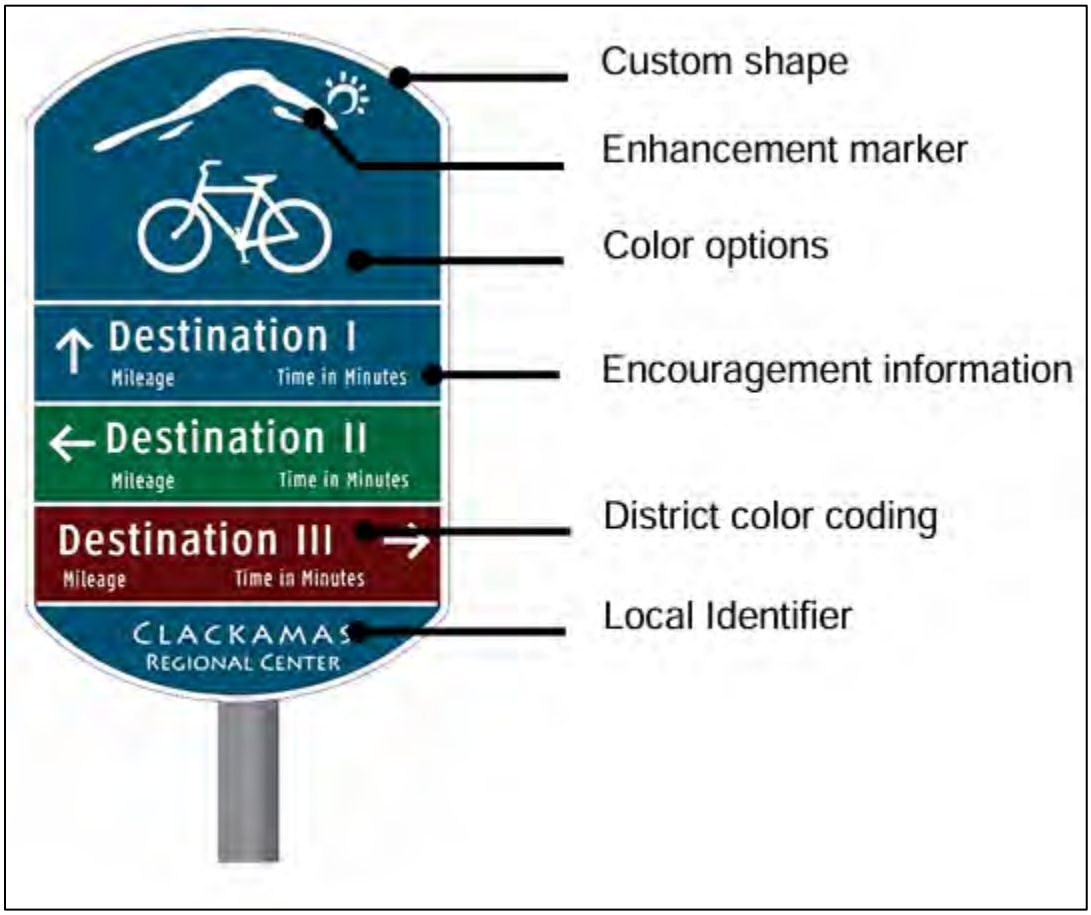
Clearly marked signage

Informational signage

Examples of personalized signage to clearly mark district locations/identification



Decorative signage



Example of how signage can convey clear information

PLACE-MAKING

PM-01: Develop Tuxedo Court as a plaza for events and farmers' market.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

Create a pedestrian-friendly event and activity space in a plaza crossing Tuxedo Court at Pacific Avenue. Traffic must be limited (or eliminated) while allowing access to existing parking lots.

Advantages:

- Usage of the traditional gathering space at the epicenter of Miracle Mile.
- Limiting (or eliminating) traffic will improve pedestrian safety and comfort.
- Removing curbs will create less obstacles for pedestrians.
- Longest crosswalk on the Mile will be eliminated; current situation is a dangerous crossing point.
- Traffic will be controlled at this currently uncontrolled intersection.
- Net parking gain may be possible depending on Pacific Avenue "edge condition."
- Makes it easier to have pedestrian scale lighting in the zone.
- Electrical and other utilities can be placed in hardened enclosures for ease of use.
- Potential market area (could be weekly).
- Excellent location for "Music on the Mile."
- Venue for revenue building events to help fund ongoing maintenance.

Disadvantages:

- Existing traffic patterns will be interrupted.
- Christmas tree may need to be relocated/removed.
- Existing palms may need to be relocated/removed.
- La Palma customers may be inconvenienced.
- Existing commemorative plaques will need to be relocated.

Discussion:

This project would be transformative for Miracle Mile. It would eliminate the dangers of the long, poorly lit sidewalk that crosses the intersection where uncontrolled vehicular movement is common. In its place the Mile would claim a large usable space in the highly visible and active "heart" of the Mile. Events, markets, concerts, gathering, and outdoor dining can take place without expensive efforts to close the street when necessary. There is also the possibility for recreational activities such as chess tables, ping pong tables, classes (tai chi, yoga), and more.

Vehicle access through the area should be considered as pedestrians receive priority of this space. Access could be eliminated, or limited access with only a narrow lane to pass through. If vehicular access is provided through, it should be easily closed for events while only leaving access for emergency vehicles and delivery vehicles. If no permanent road closure is established, temporary road closures for events should be at no cost. Additionally, the area should be able to be expanded into other road areas for market uses. This could extend down Tuxedo or across Pacific into the existing parking lot. If there is a nonprotected frontage along Pacific, bollards (or other vehicle deterrents) will be needed.

Alongside the space for events, infrastructure to run events and markets must be provided such as public restrooms to relieve nearby businesses from outside usage. A central area should be established to be used as an area for “Music on the Mile.” A raised stage is not required, but a focal point of the plaza with ample space surrounding should be provided for spectating. Power should be provided at this location. Additionally, the plaza space should include ample landscaping and shade trees consistent with the Miracle Mile Landscape Palette.

Ownership:

The City of Stockton will be responsible for construction of the plaza and its maintenance. Parks and Recreation may be responsible for programs and activities. Community organizations could also have responsibility for programing.

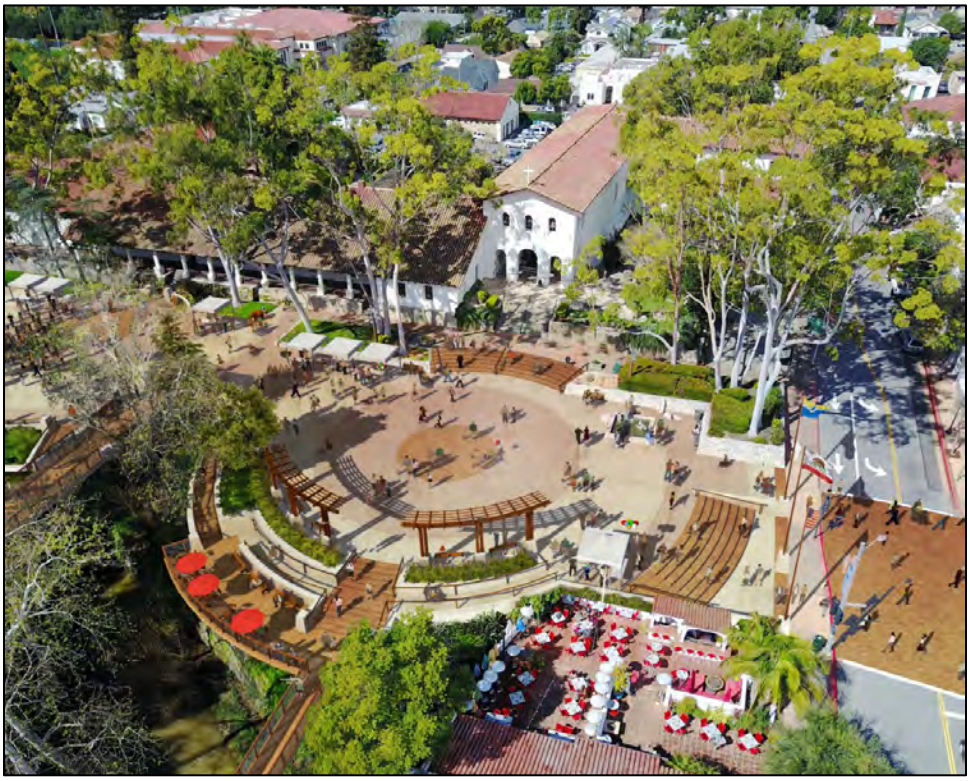
Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Attractive to homeless	High	Bright lights, music, Ambassadors, cameras, vigilance. Get City to pay for monitoring cameras.
Space is under-utilized	Medium	Use it for all events, gatherings, and program uses.
Space is not maintained	Medium	City must participate in maintenance for enhancements.
Public drunkenness and smoking	Low	Addressed by security.
Noise to neighbors	Low	Noise curfew should be followed for events, and event planners can coordinate with neighbors to give adequate warning.
Emergency vehicle access	Low	Design must be approved by SPD & SFD.

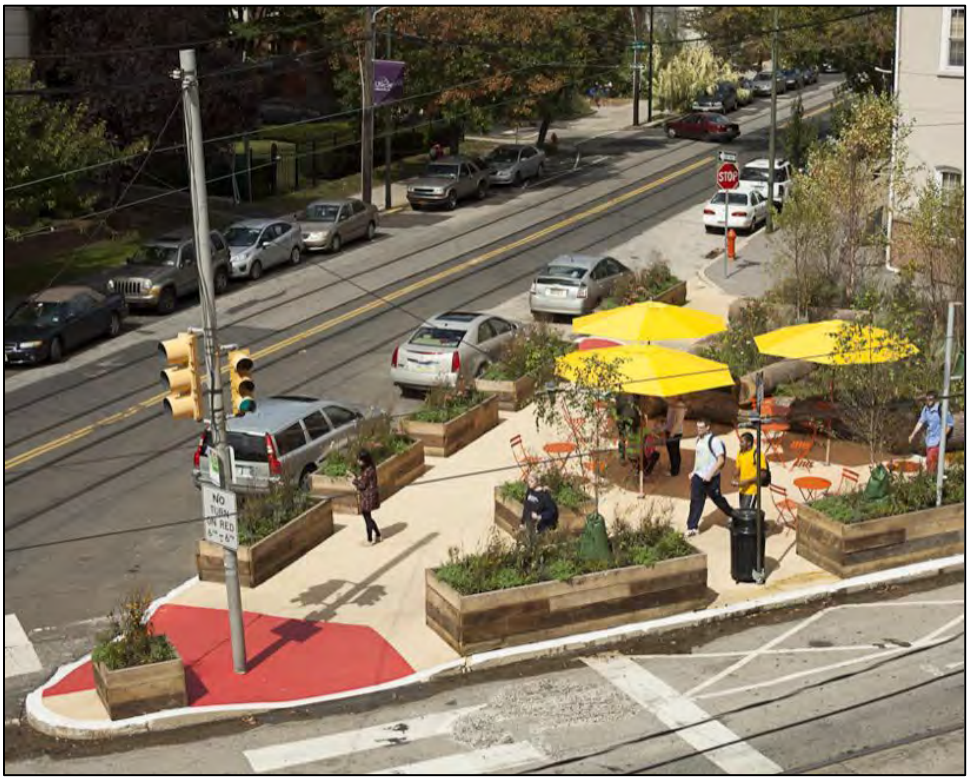
Concept Sketch:



Example of plaza for pedestrian use and entertainment.

A communal plaza that can be utilized for multi-purpose.

A pedestrian-friendly plaza.



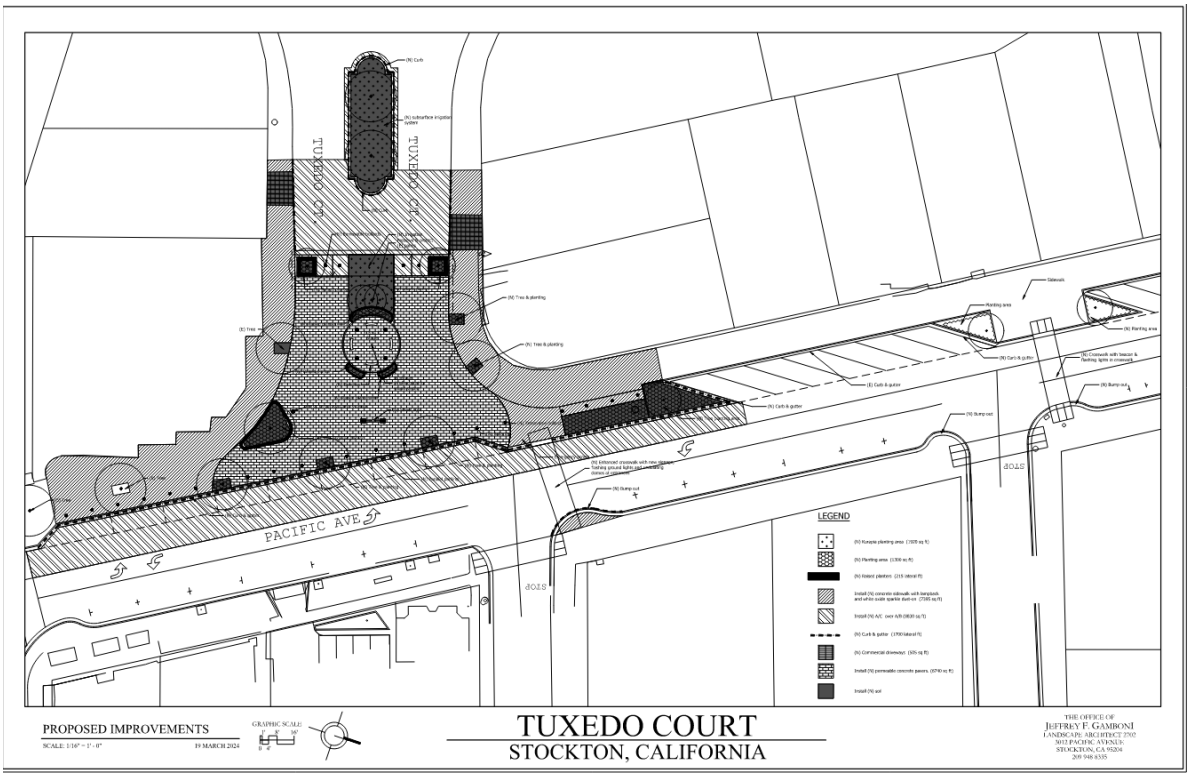
A street corner repurposed for public space to convene.

Public space with live music and entertainment.

Example of farmers' market.

Game stations positioned around plaza to stop and enjoy.

Recreational use for all ages.



Plan view (included in the appendices).

Artist's rendition (existing and proposed included in the appendices.)

PM-02: Create zones (areas) for lingering.

Estimated Cost:

$500,000

Description of Concept:

This concept would create more inviting zones/areas, like benches and pocket parks, for pedestrians to mingle, provide entertainment, and promote the livelihood of Miracle Mile.

Advantages:

- Promotes a safe and inviting environment for the community.
- Allows rest areas for patrons of the Miracle Mile.
- Promotes local entertainment.
- Attract business.
- Introduces more accessible locations for all.

Disadvantages:

- May encourage loitering for non-patrons of the Miracle Mile.
- Required maintenance of amenities.
- Current businesses may not be enough to support this as a need.

Discussion:

This concept encourages public space designs to provide more areas for people to socialize and rest while enjoying the amenities of Miracle Mile. (For example, while patrons are waiting for their dinner reservation, they can have an area to safely wait). These types of areas allow for people to rest while shopping at one of the Miracle Mile pop-up events or farmers market. This will encourage longer visits and further contributions to other businesses. These areas can also be used for live entertainment on festive nights.

These spaces can be provided as small pocket parks, benches, and/or areas to rest in bulb-outs. Transitional spaces can also be used as areas to linger and hang out and can encourage community group gathering. Recreational space can be utilized as well in the form of chess tables and other similar activities.

Additionally, these types of spaces could be used as an expansion space for a restaurant as they would be used outside of restaurants with long wait times. Public areas can be reclaimed later by local businesses for outdoor dining; this could be in the parking area, a pocket park, or a transitional space. Any construction for this should be to code and be subject to design review.

There may not currently be enough businesses to support these areas. These areas could be added in future phases as the business district develops.

Ownership:

The City would be responsible for these spaces.

Additional Funding Considerations:

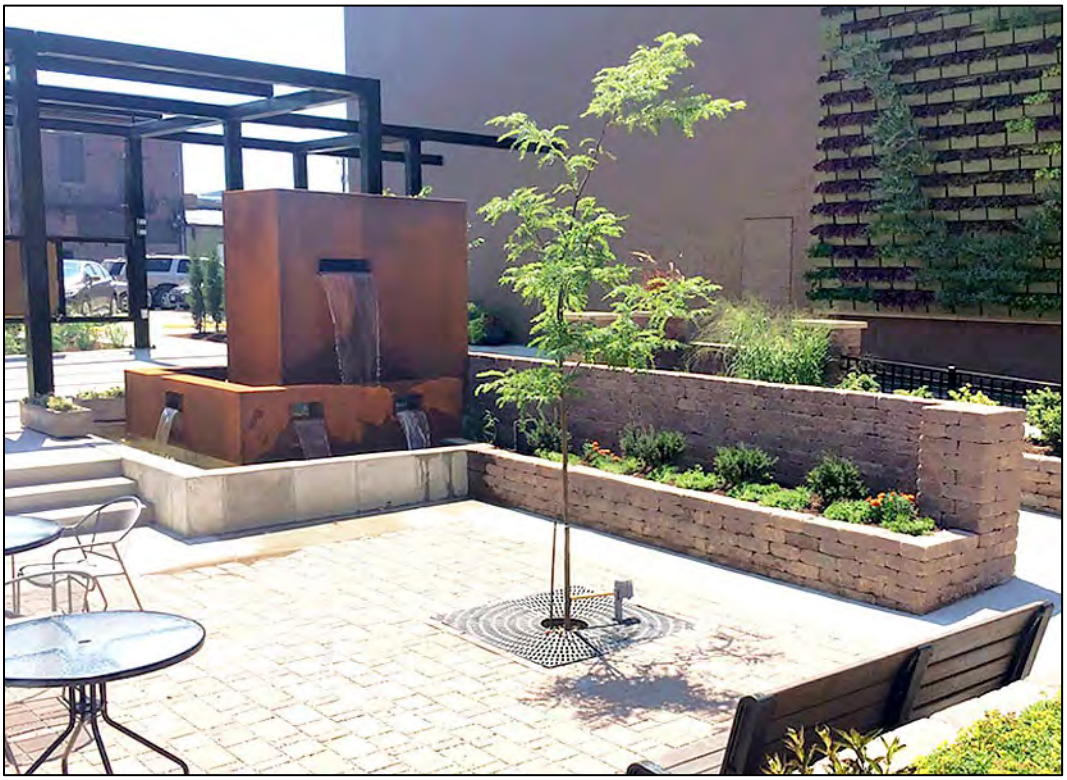
No additional funding opportunities were identified at this time.

Risk Impacts:

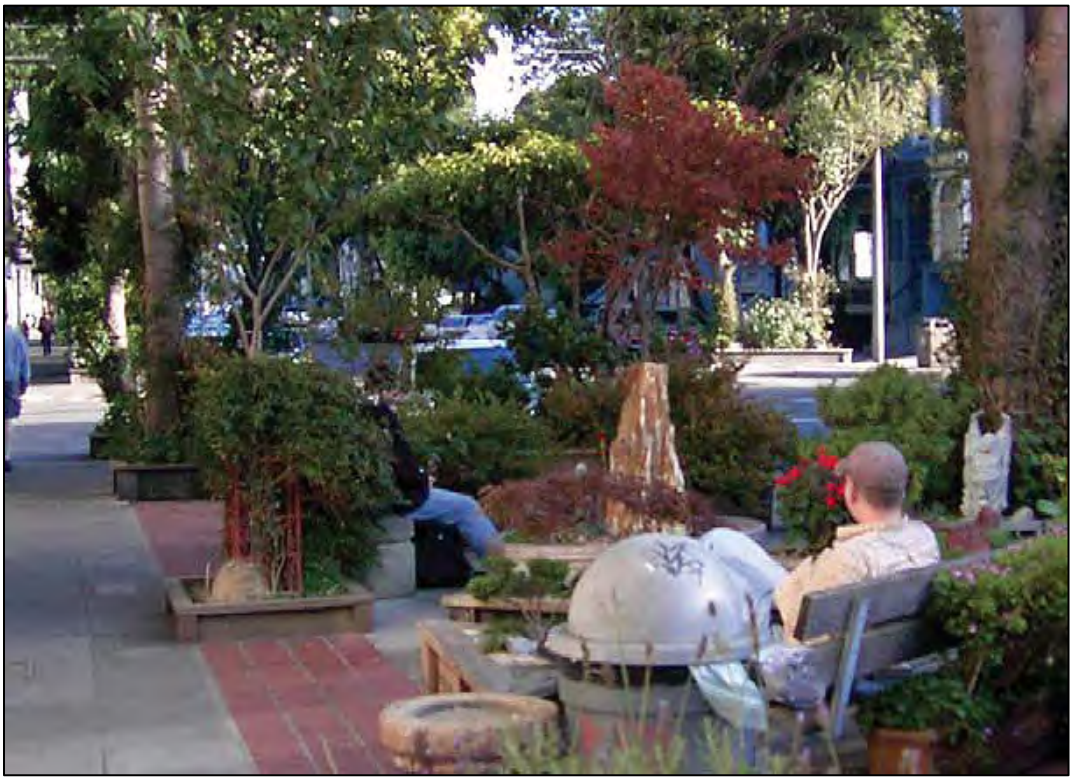
Risk	Probability	Mitigation
Cost of ongoing security and additional costs of security.	Medium	Looking into other sources of revenue to pay for security, grants, etc.
Loitering	Medium	Security and lighting should assist with resolving this issue.

Concept Sketch:

Example of area to allow people to socialize, eat, and rest during while visiting the Miracle Mile.



Example of area to allow people to socialize, eat, and rest during while visiting the Miracle Mile.



Example of area to allow people to socialize, eat, and rest during while visiting the Miracle Mile.

Example of area to allow people to socialize, eat, and rest during while visiting the Miracle Mile.

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PM-18: Create a threshold between the classic area and the extended Mile.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would create a feature at or near Regent Street to act as a threshold to the classic area of Miracle Mile. This feature should act as the signifier that this is a walkable business district and help establish a sense of place.

Advantages:

- Establishes a sense of place upon arrival.
- Can be combined with traffic calming techniques to act as a culmination for traffic funneling.
- Will set the tone for other design features on the Mile.
- Can refer to or take advantage of the history and local artists.
- Current design does not effectively use this space.
- This location is critical for slowing movement on the Mile.
- Improvements to pedestrian crossing on Pacific to get to the post office.
- Could help resolve current traffic issues (current issues with U-turns).

Disadvantages:

- Would need to be maintained and repaired.
- There may be more risks of vehicular damage due to adjacency to the flow of traffic.
- Traffic may be inadvertently diverted into the neighborhood.

Discussion:

Regent will be the featured precursor to the main pedestrian-oriented area of the Miracle Mile. This threshold will reinforce the traffic calming efforts and create a sense of place on the Miracle Mile. The design of the feature should incorporate historic elements of the Miracle Mile, decorative lighting, and public arts. This element should feel unique to the Miracle Mile and act as an iconic monument that will help establish a sense of pride for the area.

Additionally, room for additional threshold elements over time as the district grows and flourishes should be considered, specifically near UOP to encourage the university's relationship to the Miracle Mile. There is also the potential for growth out into Regent with a future plaza or market space.

Ownership:

Ownership will primarily fall to the City. There may be opportunities for stakeholder groups or local organizations to contribute to the design or incorporate a banner program. Maintenance should also be the responsibility of the City.

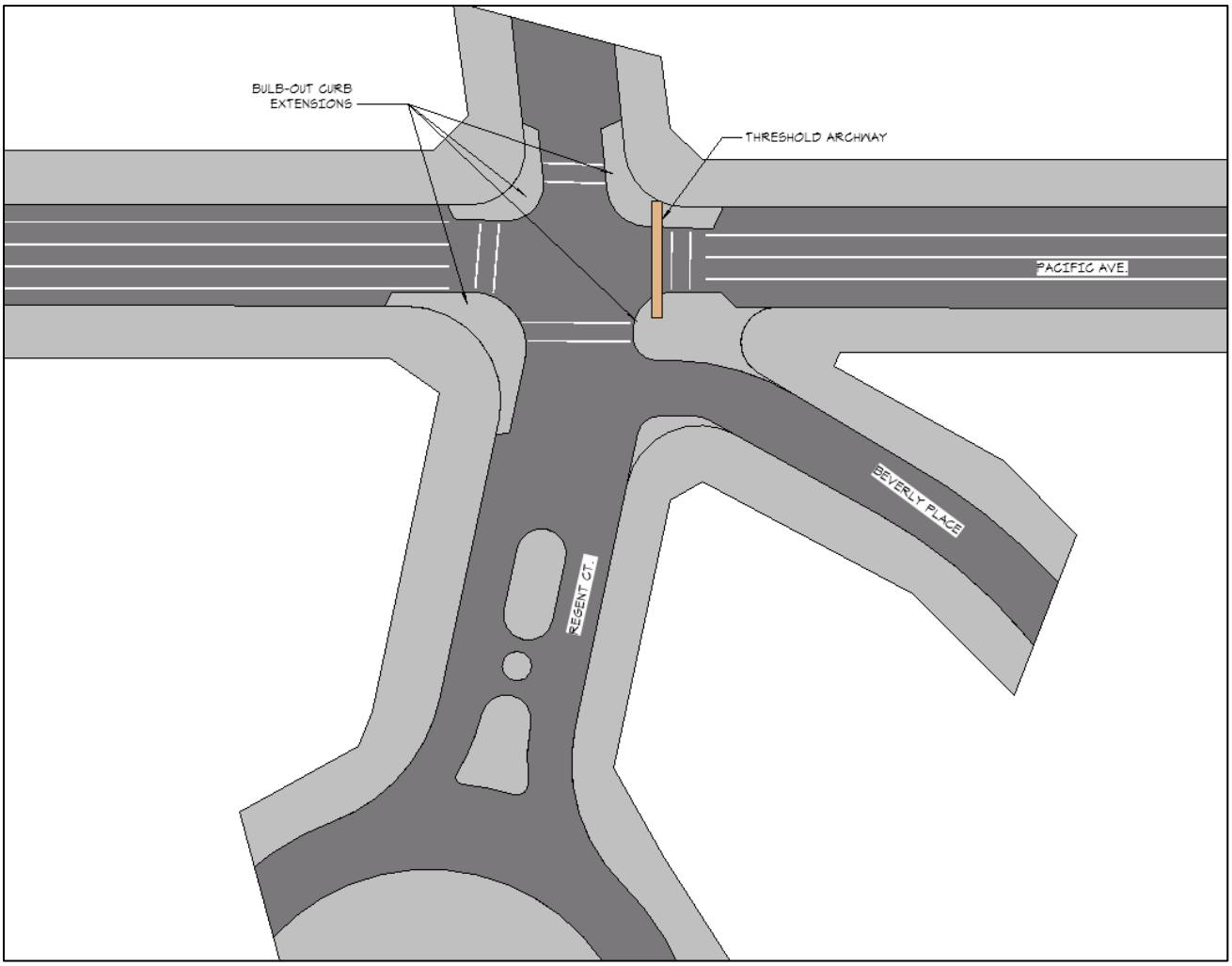
Additional Funding Considerations:

No additional funding opportunities were identified at this time.

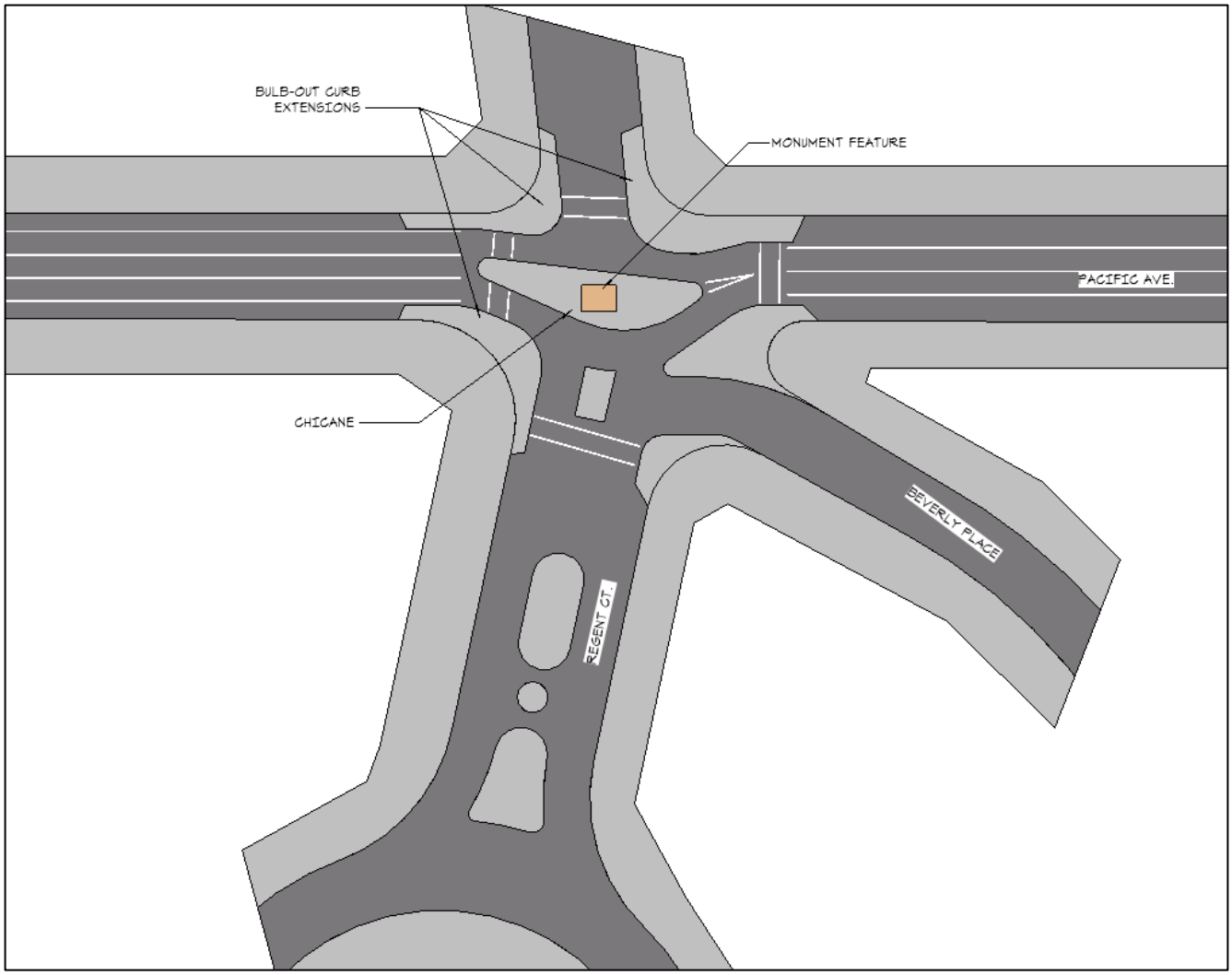
Risk Impacts:

Risk	Probability	Mitigation
Damage and vandalism	Medium/High	Should be designed to have high resilience both to vehicle damage and utilize materials that are easy to clean.

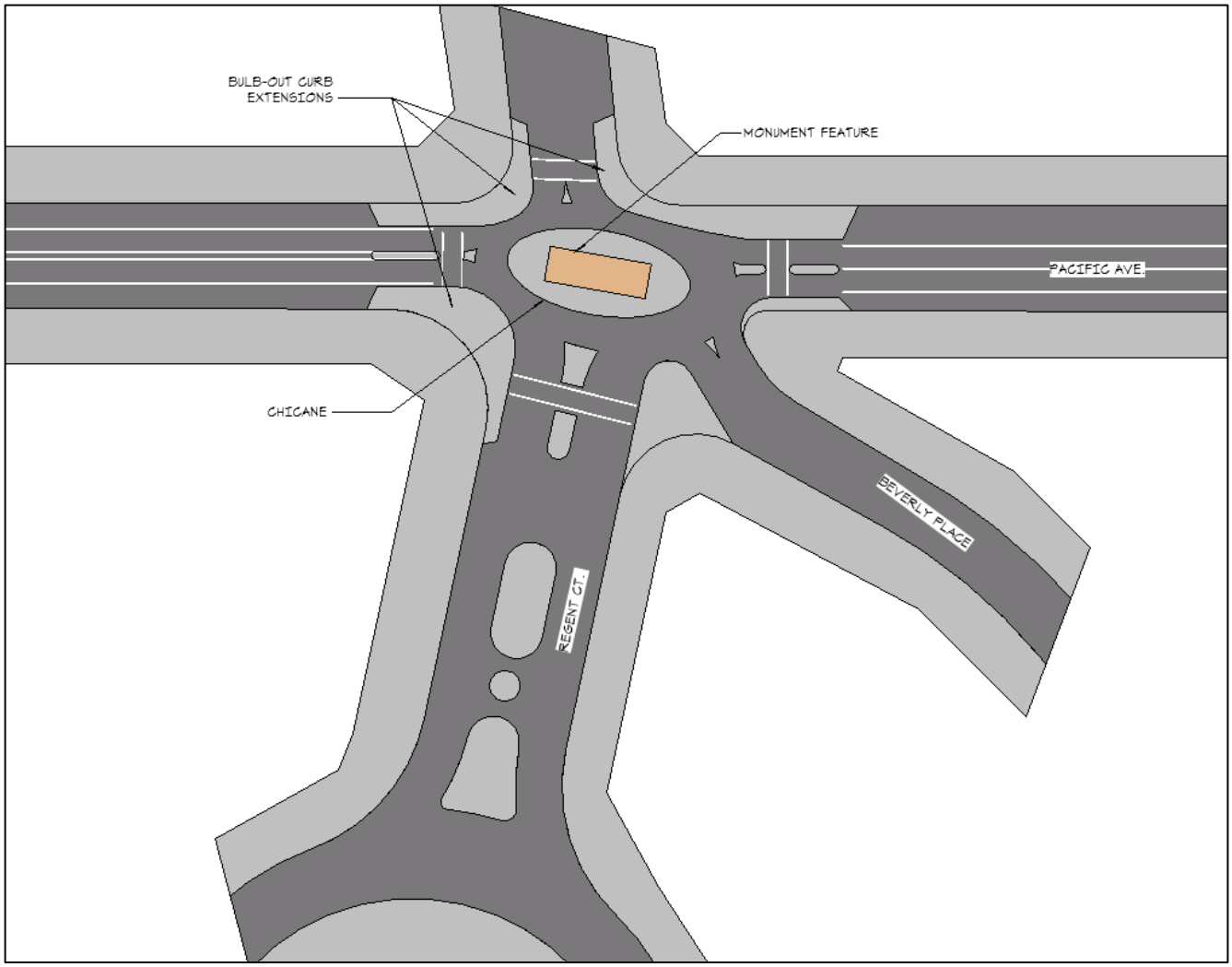
Concept Sketch:



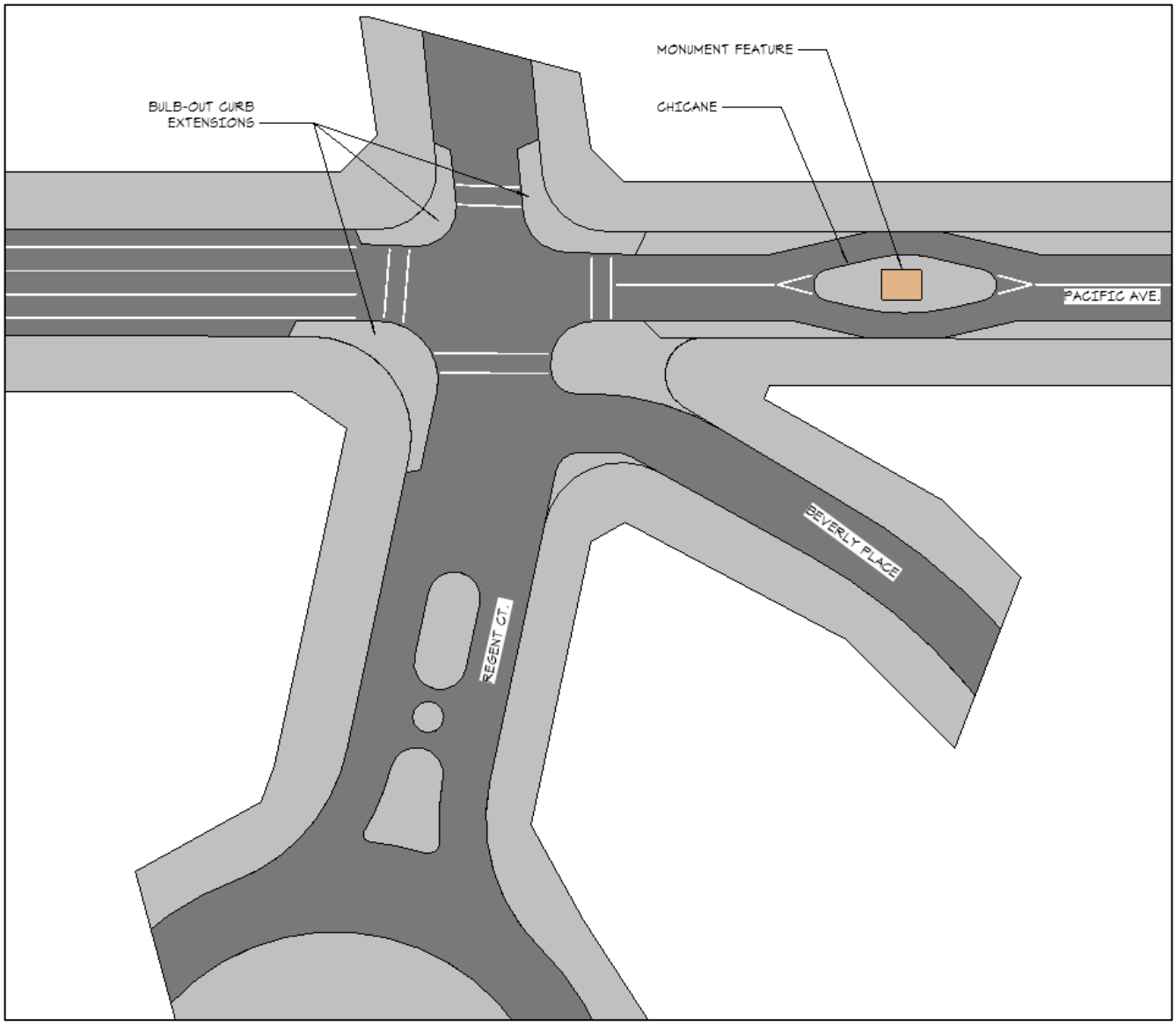
Bulb-out curb extensions with entry arch.



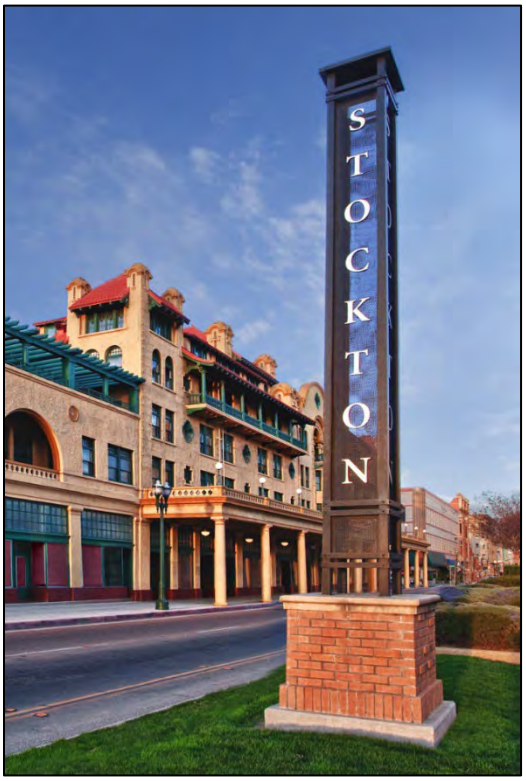
Chicane with monument feature.



Traffic circle with monument feature.



Chicane between Regent Ct. and Castle Street



A monument feature or threshold example for Stockton.

Bulb-out curb extension with green landscape to calm traffic.

Gateway example to the district.

PM-23-31: Create and implement a comprehensive landscape plan.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would enhance landscaping in all planters and planting areas; increase the amount of landscaped area between Castle Street and Harding Way; plant street trees in coordination with pedestrian scale lighting; provide water-wise landscaping with minimal maintenance; provide irrigation for all new planting areas within public parking lots, plazas, and new street trees; and capture miscellaneous lawn panels at Tuxedo Court and at Regent Court.

Advantages:

- Green and flowering plants improve aesthetic value.
- Provides shade for maximum comfort in multiple key locations.

Disadvantages:

- New concepts and plans must include evaluation and adoption/demolition of existing landscape.

Discussion:

The greening of Miracle Mile will enhance the aesthetic experience for visitors as a proper balance of softscape to hardscape will create a more harmonious environment. Shade will cool the sidewalks and promote lingering.

Smart planning and careful plant selections, for low water consumption and minimal maintenance requirements, will be implemented throughout. Existing trees will be evaluated for their suitability and removed, as necessary. Larger canopy trees (e.g., larger than the small Crape Myrtles) will be planted to increase greenhouse gas reductions and promote better air. Plants can also help promote a sense of placemaking, such as Orange Geraniums for University of the Pacific or Sweet Osmanthus that is already located in the neighborhood.

Medians shall receive planting. All planting is required to have irrigation installed. There shall be no desert planting, rocks, gravel, etc.; these styles of planting contribute to the urban heat island effect and often negate the cooling effect. All planting should be appropriate to the climate and area.

Ownership:

Ownership will fall to the City.

Additional Funding Considerations:

New funding for tree planting at Community Foundation of San Joaquin, Cal-Fire, California ReLeaf should be investigated.

Risk Impacts:

Risk	Probability	Mitigation
Lack of maintenance	Medium	Funding must be secured for maintenance of enhancements from City of Stockton.
Visual obstruction to businesses due to tree canopy	Medium	Choose appropriate trees and proper maintenance.
Root lifting sidewalks	Medium	Choose appropriate trees that should not have erratic root growth.

Concept Sketch:

Preliminary plant palette.

Preliminary plant palette.

Planter example for median and along sidewalks.

Landscaping example incorporating art fixture along sidewalks.

Planter example along sidewalks.

Landscaping utilized as additional safety partition between pedestrians on sidewalk and street.

Traffic circle with plants and trees.

Example of accentuating bulb-outs with plants for increased visibility and beautification.

PM-38: Include iconic elements honoring the history and culture of the Miracle Mile.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would include iconic elements honoring the history of the Miracle Mile and the Stockton community.

Advantages:

- Instill pride of community.
- Highlight the good of Stockton.

Disadvantages:

- Accidental exclusion of some groups.

Discussion:

Highlighting the good of Stockton throughout history can help people understand where the City began, and the contributions made to society in general. It will not negate the difficulties the City has faced, but instead install a sense of pride rooted in these contributions and memories.

Ways to Integrate:

- Tractors and/or boats integrated into the landscape/décor.
- Procurement of iconic historical elements to incorporate into the design of the Miracle Mile like the pieces of the old courthouse fountain incorporated into the Miner project.
- Photos of the Miracle Mile throughout its history could be applied to installations, murals, and dedication areas.
- Monument dedications with historical writeups, photos, and artifacts.
- Banners.
- Art and sculpture installations.
- Create a mural program using QR codes to showcase Stockton history. Murals may either be painted or enlarged photography on framed panels depicting historical photos. Access to the story behind the artwork will be through a QR code located adjacent to each mural which may also include an audio feature expanding on the story of the historical significance of the artwork.

History and Culture:

- Incorporate information about the history of the origination of the original Miracle Mile.
- There is a rich boat building history in Stockton, including Stephen's Boat Works and Colberg Boat Works.
- Benjamin Holt's caterpillar tractor.
- Farming in the San Joaquin Delta has a rich history from the construction of the levies to the signature crop of asparagus to its part in farm worker labor organization.
- Many ethnic communities have deep roots in Stockton—such as Filipino, Italian, and Mexican to name a few—and each could be recognized in some way on the new mile.

- The history of the Port of Stockton.
- Sports history of Amos Alonzo Stagg (baseball); the Stockton Ports and the Fat City/boxing history are highlights.
- Involve UOP & Delta.
- Additional ideas: Captain Weber, Gold Rush, Gateway to SF/Napa/Tahoe, Cable Car, Fantastic 4, Mid Century Architecture, Brubeck.
- Cruising the Mile.

Historical and Community Resources:

- The Haggin Museum can be a great resource in researching these topics.
- The Bank of Stockton has a huge catalog of historical pictures.
- There are members of the Stephens (Stephen's boat works) family that still live in Stockton.
- Bill Maxwell has an archive of historical photos.
- University of the Pacific.

Ownership:

Ownership would be the City with a partnership with the Miracle Mile Community Improvement District (MMCID).

Additional Funding Considerations:

No additional funding opportunities were identified at this time.

Risk Impacts:

Risk	Probability	Mitigation
Vandalism	High	Addressed by lighting and security.
Group feeling left out	Low	Research and partnership with groups to contribute to their representation on the new mile.

Concept Sketch:

An art exhibit featuring the history of the region.

A banner installation highlighting local celebrities and contributors to the region.

Banners to promote and highlight the culture of the region.

A regional story captured through art.

An art installation honoring tradition of the region.

Mural on the side of building capturing the history of the region.

PM-46: Utilize funds for artistic collaboration.

Estimated Cost:

$300,000

Description of Concept:

This concept would have the City set aside 1.5% of the total project cost to invest in public art projects, establish an ongoing collaboration with the local arts community during the planning phase, and consider partnering with one of the numerous national not-for-profit organizations that assist communities in creating exciting, attractive, and livable public spaces.

Advantages:

- It will enrich the physical environment and help bring the Miracle Mile to life.
- It will be a great tool to increase civic engagement, build social capital, and encourage civil and artistic discourse.
- It will provide opportunities, professional and amateur, for artists and help cultivate the creative community in Stockton.
- It connects citizens to their neighbors and helps them share their history through documentation, celebration, and acknowledgment of cultural heritage.
- It will increase foot traffic by making the environment more hospitable and exciting. In addition, community events a focus on preforming arts and arts festivals will not only increase visitor traffic but also give the Mile increased visibility.
- It will help create a supportive learning environment, expand individual horizons, and attract students to a conducive learning environment.
- It engenders community pride, not just within the contiguous neighborhood but throughout the entire City of Stockton.
- Public art and art-related activities are readily accessible to the public. They demonstrate that art is not limited to restricted venues, galleries, or museums.
- It can turn ordinary spaces into landmarks and points of pride.
- Art can transform bland or neglected areas into engaging and aesthetically pleasing spaces. It can also contribute to urban regeneration, making neighborhoods more attractive for residents and businesses.
- Public art serves as a gathering point, encouraging community engagement and interaction. It can turn spaces into venues for social, cultural, and civic activities.
- Through exposure to art, people can learn about different cultures, histories, and perspectives, fostering a deeper understanding and appreciation of diversity.
- Engaging with art has been linked to reduced stress and improved mental health. Public art makes art accessible to everyone, contributing to the overall wellbeing of the community.

Disadvantages:

- Increased cost.
- Ongoing threat of vandalism.
- No clear owner for ongoing collaborations between the arts community and the Miracle Mile.
- Maintaining relationships of local arts organizations and individuals and the Miracle Mile.

Discussion:

Public art and art-related activities can be significant and essential elements of the rejuvenated Miracle Mile. Communities with an active and dynamic cultural scene are more attractive to individuals, community groups, and businesses. Public art plays a role in a real revitalization effort. Places with strong, public art collaborations break the trend of monotony and provide communities with a strong sense of place.

Public art can be displayed in the following ways:

- Murals
- Sculptures
- Banners
- Pop-up events
- Photo installations
- Painting infrastructure (i.e., murals on junction boxes)
- Sculpture of traffic deterrent (bollards)

Ownership:

Initially, ownership would be ascribed to a collaboration between the City and local arts/activity groups. Overtime, a partnership between the MMCID and the local arts community would need to emerge.

Additional Funding Considerations:

A fund could be designated or created for small new projects or improvements that is separate from vandalism. (Suggestion $10,000 per year). Funding can be used for matching grant funds. MMCID or other 501c3 organizations on Miracle Mile could carry out grant management with a 5-10% fiscal agent management fee.

A commitment to ensuring a strong presence of art in the local arts community on the Miracle Mile will provide numerous opportunities for grant funding, from both private and public sources.

Future Funding Opportunities for Public Art:

NEA Grants for Arts Projects

- Funding: $10,000 to $100,000, cost share/matching required
- Deadline: July 11, 2024
- More information: National Endowment for the Arts Grant landing page

In-Kind Donations

- Sponsors: Benjamin Moore, Home Depot

Examples of Past Funding Opportunities for Public Art:

Public Art Mural Program, City of Stockton Grant

- Funding: Up to $50,000
- More information: 2024 Application for Public Art Mural Program, City of Stockton Grant

Bloomberg Asphalt Art Project

- Funding: Grants up to $25,000 each for up to 20 cities.
- More Information: Bloomberg Philanthropies Grant Guidelines and Eligibility

NEA Challenge America

- Funding: $10,000 grants, cost share/match required ($20,000 project minimum)
- More information: National Endowment for the Arts Grants

NEA Our Town

- Funding: $25,000 to $150,000, nonfederal cost share/match equal to grant amount
- More information: National Endowment for the Arts Grant landing page

Risk Impacts:

Risk	Probability	Mitigation
Vandalism	High	Addressed by lighting and security.
Group feeling left out	Low	Research and partnership with groups to contribute to their representation on the new mile.

Concept Sketch:

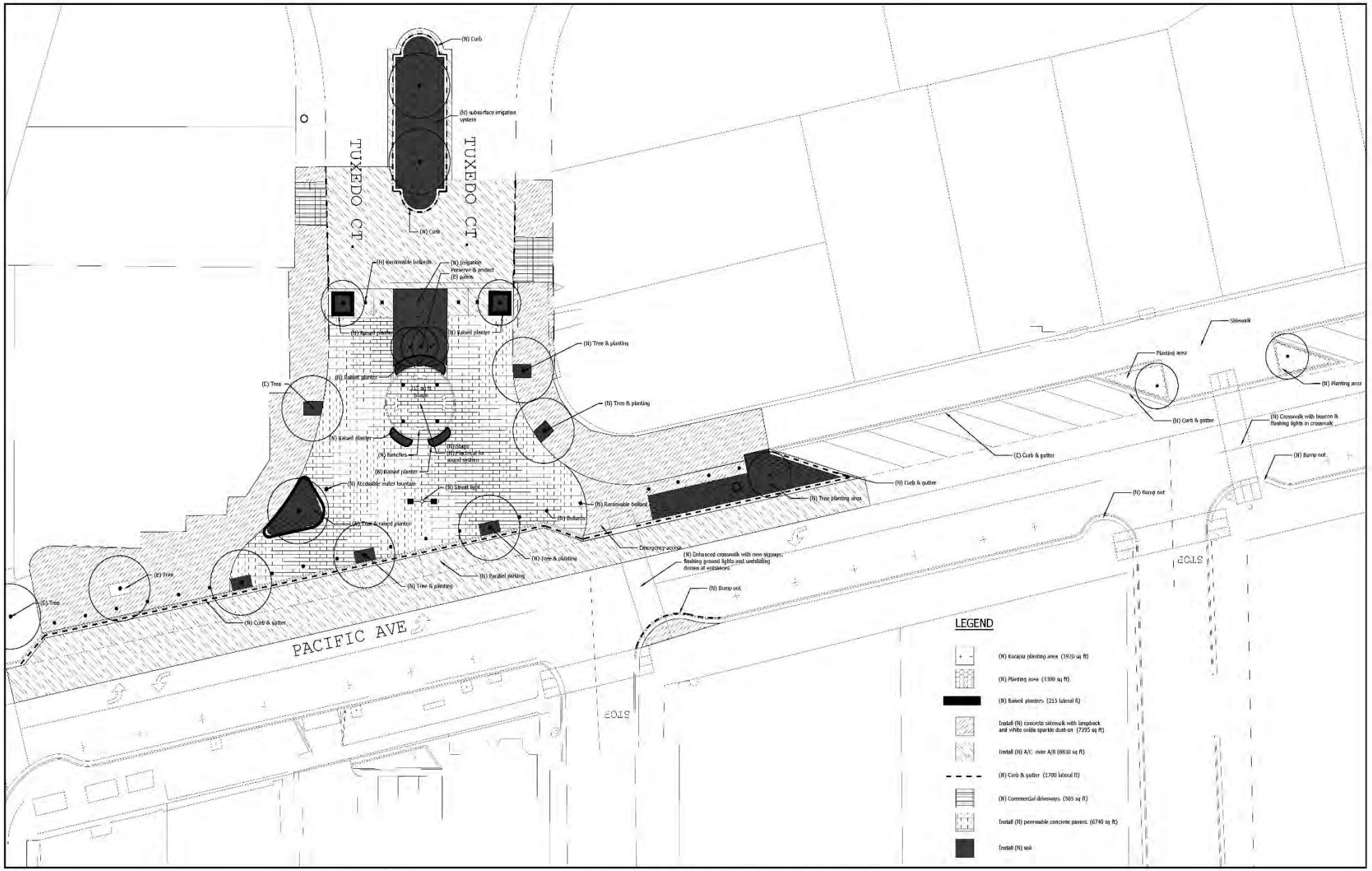
Mural on side of building.

Sculpture garden along pathways.

Art feature in public area.

Local art mural on building.

Art feature highlighting history and culture.



PROPOSED IMPROVEMENTS

SCALE: 1/16" 1' - 0" 19 MARCH 2024

GRAPHIC SCALE 1' 8' 16' 0 4'

TUXEDO COURT
STOCKTON, CALIFORNIA

THE OFFICE OF
JEFFREY F. GAMBONI
LANDSCAPE ARCHITECT 2702
3012 PACIFIC AVENUE
STOCKTON, CA 95204
209 948 8335

EXISTING STREET VIEW

PROPOSED STREET VIEW

ILLUSTRATIVE STREET VIEW

NO SCALE 13 FEBRUARY 2019

TUXEDO COURT

STOCKTON, CALIFORNIA

THE OFFICE OF
JEFFREY F. GAMBONI
LANDSCAPE ARCHITECT 2702
3012 PACIFIC AVENUE
STOCKTON, CA 95204
209 948 8335

SECURITY AND LIGHTING

SL-01: Improve lighting levels throughout the Miracle Mile.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would improve lighting levels throughout the study area with an emphasis on the pedestrian experience.

1. Pedestrian level lighting (King Ferranite fixtures) along the length of Pacific Avenue and Harding Way within the District and alongside streets that connect to parking lots.
2. Public parking lot lighting that also includes alleys on the east side of Pacific and north side of Harding.
3. Festoon lighting for a focused section of the Miracle Mile, from Castle to Walnut.

Advantages:

- Create safer environment while increasing feeling of safety.
- Coordination of all lighting in one engineered electrical Master Plan.
- Festoon lighting will activate commercial district.
- New lighting will be consistent with current code requirements for illumination levels.
- Reduces vandalism, urban camping, and open defecation.

Disadvantages:

- Design must include consideration of limiting light pollution (Dark Sky Initiative).
- Cost will be a large part of the improvement budget.
- Spacing of lights will be much closer than before requiring more light poles in the public right of way and coordination with street tree locations.
- New pedestrian light poles are too short to support festoon lights at the required height.

Discussion:

The lighting improvements are essential to the success of the project. Improved lighting levels will make the zone feel safer for the consumer while encouraging people to make decisions that keep them safer. Additionally, the brighter lights will illuminate areas that are subject to vandalism, urban camping, and open defecation, thus reducing occurrence.

Ownership:

The City of Stockton is the owner of these public improvements; they are often assigned to a Lighting and Landscape District to pay for their maintenance.

Additional Funding Considerations:

Funding can be obtained through the existing Lighting Districts.

Risk Impacts:

Risk	Probability	Mitigation
Mismatched lighting	High	Establish standards for safe illumination.
Light pollution	Low	Proper engineering (specifications) will include selections that do not adversely affect adjacent users (i.e., neighbors) with proper shielding.
Jealousy over lighting	High	Establish boundaries for festoon lighting that makes sense and focus on active business areas.
Tree and lighting conflict	High	Full coordination required between planting and lighting plans.

Concept Sketch:

An advertisement of a King Ferranite light fixture.

An example of festoon lighting across a busy nighttime street.

General

The lighting of the parking lots shall be for safety and security. Where structures such as trash enclosures exist within lots, additional lighting shall be provided, or the arrangement of lighting fixtures shall be aligned to minimize shadow or dark spots around such features. Lighting shall provide the following:

1. Safety and security for the people using the parking lots.
2. Create a design that reflects history and architecture of Miracle Mile.
3. Use of efficient LED lighting technologies.
4. Provide lighting design that meets the Dark Skies Initiative.
5. Ease of maintenance and vandal resistance.
6. Low cost of operation and maintenance exercising fiscal responsibility.

Fixture Style

The design and style of fixtures shall be reviewed and approved by the Ad Hoc Committee.

Lighting Requirements

Parking lots shall be illuminated with a light emitting diode (LED) type fixtures.

Luminaire Layout

The lighting system shall provide not less than 1.50 footcandle overall average illumination with a minimum of 0.50 footcandles on the parking surface in accordance with Illuminating Engineering Society (IES) standards. Light distribution of the fixtures shall be Type III or Type IV as required by the geometry of the parking lot. The luminaire layout shall provide a uniformity ratio of 4:1 minimum to minimum.

Where parking lots are adjacent to residential areas, lights shall be located to prevent light from spilling on to adjacent properties. Light fixtures shall be designed and shielded so that light is directed onto the parking area and directed away from adjacent property and traffic.

Pole Height

Lighting standards in parking lots in and adjacent to residential zones shall not exceed 20 feet in height as measured from the adjacent grade to the top of the light fixture.

Operation

All parking lot lighting shall be operated from dusk to dawn by a photo-sensor system.

SL-02: Install comprehensive monitored camera system.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would install a comprehensive monitored camera system that integrates and is consistent with the existing system and includes 100% of the Miracle Mile Community Improvement District (MMCID) footprint, including Caldwell Park.

Advantages:

- Helps monitor the district with fewer security officers.
- Monitoring allows for quicker responses.
- Recordings help with the identification of perpetrators.
- Deterrent crime.
- AI helps improve effectiveness.
- Repeat offenders can be identified, noted for monitoring, and highlighted when “seen.”
- Can evaluate the existing system now in place before further expansion.

Disadvantages:

- May be the introduction of expensive “Big Brother” monitoring.
- Will require monitoring to be effective.
- Will require study to determine the best location for additional cameras.

Discussion:

Implementing the cameras in coordination with “boots on the ground” should improve response time to security issues. The cameras will also serve as a deterrent to crime and will be accompanied with signs throughout the district reminding visitors that security cameras are monitoring the district.

Ownership:

The MMCID would be the owner of the system which will be installed on private property and monitored by a private entity (i.e., Calidad). The cost of monitoring will be an ongoing expense for the MMCID. Cameras on public property (Caldwell Park) would be monitored and maintained by the City.

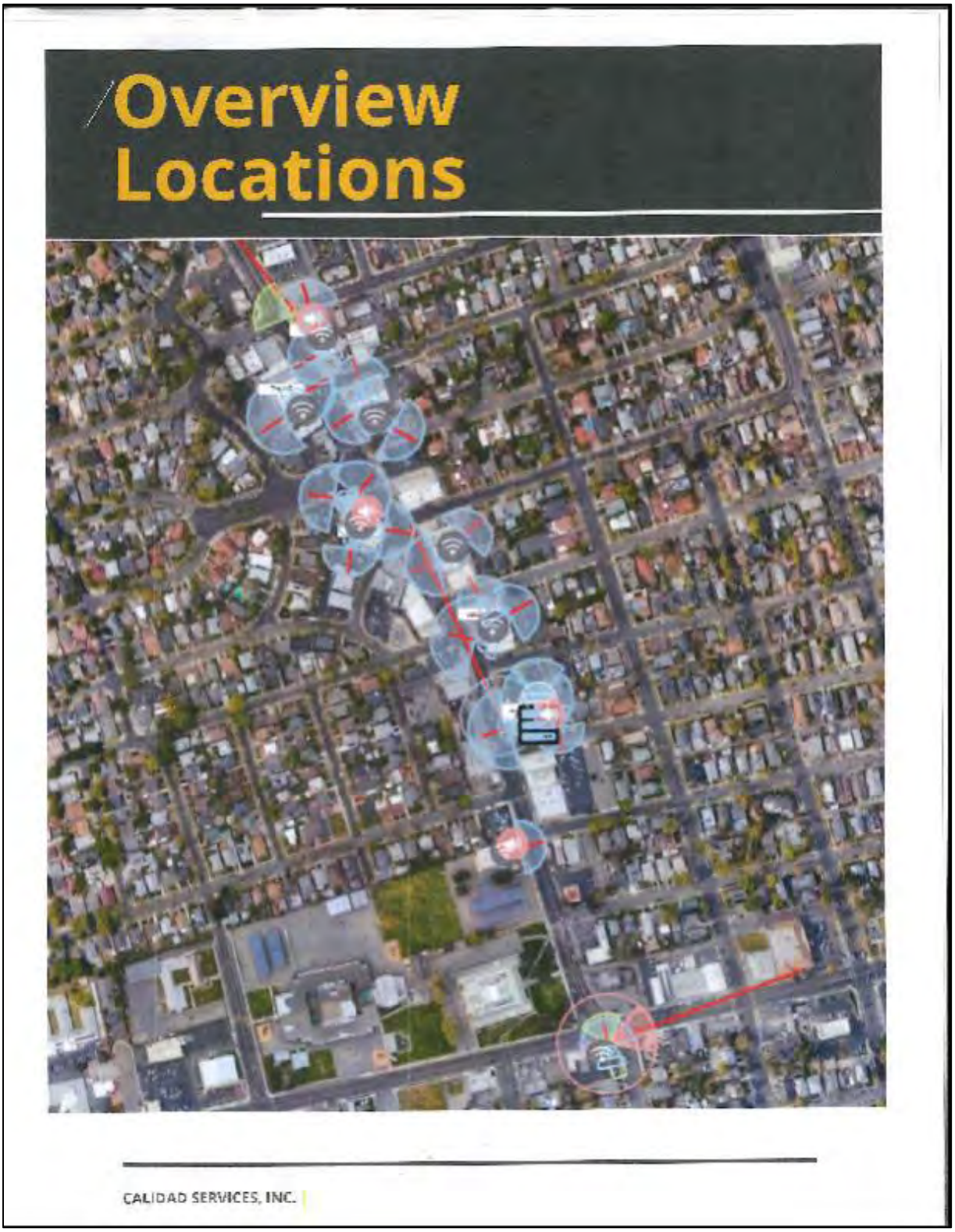
Additional Funding Considerations:

Additional funding could come from the 3M fund, but more research on how 3M fund is distributed is required.

Risk Impacts:

Risk	Probability	Mitigation
Overlooked areas	High	Design must be comprehensive and include hot spots with additional cameras added as needed.
False sense of security	Low	Post signs warning folks not to leave valuables in cars.
System abandoned	Low	Prioritize funding for the monitoring as well as coordination with security/ambassadors.

Concept Sketch:



Map of current camera installation being completed in Spring of 2024 by MMCID and to be monitored by Calidad Services

SL-03: Install trash corrals in all public parking lots.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would install six roofed dumpster enclosures in all public parking lots.

Advantages:

- Discourages vandalism, dumpster diving, and dumpster fires.
- Brings district public parking lots "up to code."
- Limits area where garbage cans can be placed which will improve aesthetics.

Disadvantages:

- Parking spaces will be lost.
- Will create need for maintenance of enclosure.
- Use of enclosure will need to be managed/coordinated.

Discussion:

There is currently only one dumpster enclosure between the several public parking lots. This one is not "to code" which means that dumpsters are subject to vandalism, dumpster diving, and dumpster fires. The lack roofing on the existing dumpster enclosure keeps it accessible for vandals, urban campers, and dumpster divers. It is a source of frustration for the adjacent business owners who share maintenance responsibilities.

Ownership:

The City would be the owner of these dumpster enclosures in the public parking lots.

Additional Funding Considerations:

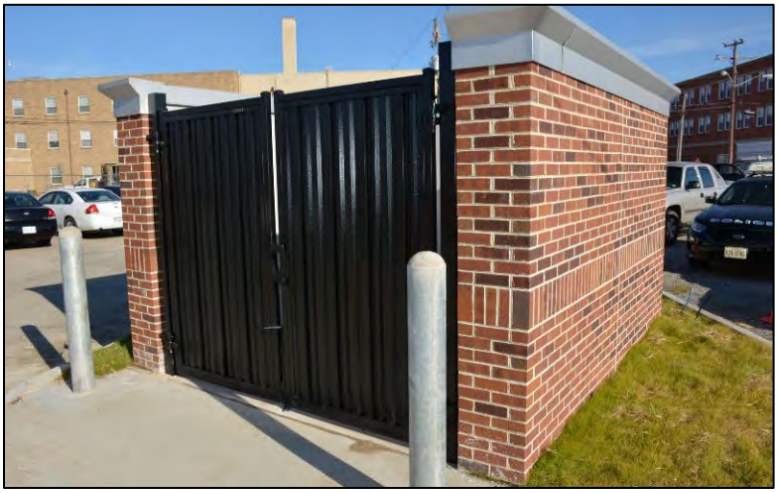
Additional funding is needed for the trash corrals in the private lots.

Risk Impacts:

Risk	Probability	Mitigation
Vandalism	High	Design should be considered to eliminate the cookie cutter look and green up the design with irrigated plants including clinging vines such as Boston Ivy to mitigate the large structures and eliminate the "canvas" for graffiti.
Lack of management	Low	Orientation, keyed locks, and shared responsibility will result in communal management.
Jealousy	High	Find ways to fund enclosures in private lots.

Concept Sketches:

Roof-covered, enclosed dumpster with greenery.



Enhanced materials and clean landscaping.

Possible ivy-covered concept.

CALDWELL PARK

A CASE FOR CALDWELL PARK

The American Planning Association's "How Cities Use Parks for Community Revitalization," indicates that "parks can stem the downturn of a commercial area, support the stabilization of faltering neighborhoods, and provide a landmark element and a point of pride for constituents. For all these things to happen, the City of Stockton needs to be open and aware of parks' potential to spur revival and support the elements that are needed to make that happen." (Citation: How cities use parks for community revitalization)

Yet parks are often overlooked in development, because other project types are often considered more urgent. This suggests that parks are thought of as amenities in the community and not necessities around which neighborhoods develop. (Citation: Public Space Design as Catalyst for Economic Development). The Miracle Mile Revitalization Project AD Hoc Workgroups believe Caldwell Park is an essential element in the MMCID improvement plan. As a result, the Caldwell Park subcommittee was added to deliberate and present park-specific concepts to include in the plan.

Caldwell Park is 3.49 acres of parkland located at 3100 Allston Way, Stockton, CA, at the northern end of the MMCID. In the Envision Stockton 2040 General Plan, the City maintains that neighborhood park standards are 2 net acres per 1,000 residents. Per the California State Parks Community Fact Finder, the Caldwell Park neighborhood offers only 0.62 park acres per 1,000 residents (Citation: Statewide Parks Program Community FactFinder). With this less-than standard park acreage, stronger consideration should be provided when identifying better funding outcomes for operations and maintenance in the park and to assist with grant applications on behalf of the park.

California State Parks

Community FactFinder Report

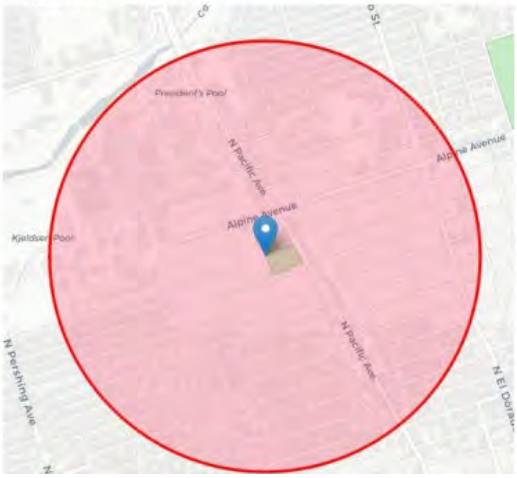
Project ID: 112312
Coordinates: 37.9769, -121.3060
Date: 3/12/2024

This is your project report for the site you have defined. Please refer to your Project ID above in any future communications about the project.

PROJECT AREA STATISTICS

County	San Joaquin
City	Stockton
Total Population	5,539
Youth Population	715
Senior Population	854
Households Without Access to a Car	68
Number of People in Poverty	549
Median Household Income	$73,273
Per Capita Income	$33,671
Park Acres	3.41
Park Acres per 1,000 Residents	0.62

PROJECT AREA MAP



Immediate Positive Impact for Caldwell Park:

The subcommittee believes that the City can play a vital role now to booster public perception of Caldwell Park by providing consistent and ongoing maintenance. The presence of graffiti, damaged equipment and facilities, litter, and poorly maintained walkways and lawn care all add to the public's

perception that the park is not safe. When the physical appearance of the park deteriorates, neighborhood park use declines and inappropriate users and usages take over.

The City's website indicates that parks maintenance standards are as follows.

> Parks maintenance includes regularly scheduled mowing, edging, shrub trimming, fertilizing, litter/trash collection, graffiti abatement, weed control, minor tree work, and turf aeration. For parks with restrooms or play equipment, the contractor also provides janitorial cleaning and play equipment inspection. Please note that bathrooms found with vandalism and/or plumbing issues are immediately locked and unavailable.

These standards define the desired conditions of the park. The City may consider working with the subcommittee and neighbors to improve public opinion and ensure all maintenance standards are actively being addressed.

The City currently provides maintenance on the following schedule:

Fall–Winter
November to February

Event	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Garbage Pickup	X	X		X		X	
Lawn Service 1st and 3rd Friday						X	

Spring–Summer
March to October

Event	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Garbage Pickup	X	X	X	X	X	X	X
Lawn Service Every Friday						X	

Priority Concepts

In addition to recommending that the City meet standard maintenance at a minimum in Caldwell Park and for the City to consider adding services to make an impact right away, the subcommittee identified four concepts for Caldwell Park to incorporate into Phase I of the Miracle Mile Revitalization Project.

These concept recommendations are:

1. Improve lighting in the park.
2. Provide a restroom and water filling and refill stations.
3. Add security cameras in the park through the Stockton Police Department's surveillance camera monitoring program.
4. Replace and add site furnishings and amenities.

CP-01: Improve lighting in Caldwell Park.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept

This concept would upgrade lighting throughout the park with a focus on the surrounding sidewalks, in the park pedestrian walkways, and in the play areas. This also aims to minimize shadow areas and dark spots in the park and around park features.

Advantages:

- Adds safety and security for the people using and surrounding the park.
- Decreases crime as adequate lighting discourages criminal activities.
- Increases quality of life as adequate lighting helps the patrons feel secure in evening hours.
- Efficient LED and solar lighting technologies offset costs, provide new sustainable lights, and better illuminates the park.
- New street light technologies are designed to decrease maintenance needs and be vandal resistant.
- Low cost of operation and maintenance exercises fiscal responsibility.
- Improves patron experience as light poles and fixtures in and around the park help people navigate in the park, actively use the park, and participate in activities into the evening.
- Adds aesthetic appeal as new light designs modernize the park.

Disadvantages:

- Lights may bleed out into the neighborhood.
- More energy may be used by adding more lights.
- More maintenance may be required with more lights in place.

Discussion:

A well and appropriately lit park helps with both safety and security. For neighbors who use the park in the evening for walks or activities, illuminating the park improves visibility and reduces the risk of accidents and injuries. For University of the Pacific students and residents walking through or along the park, adding more light reduces the opportunity for patrons to be victims of violence and crime. People feel uncomfortable when park lighting is insufficient. A brightly lit park or pathway deters criminals and boosts the confidence of pedestrians (Citation: Top 10 Benefits of Having Substantial Lights in Public Areas).

Ownership:

The City will be responsible for purchasing, installing and maintaining these fixtures.

Additional Funding Considerations:

Additional funding can be secured through grants and the City's general fund. The general fund (from City's website): The major revenue sources for this fund are sales taxes, property taxes, franchise fees, business license fees, unrestricted revenues from the state, fines and forfeitures, and interest income. Expenditures are made for community development, parks and recreation, public safety (including police and fire), public works, and other services.

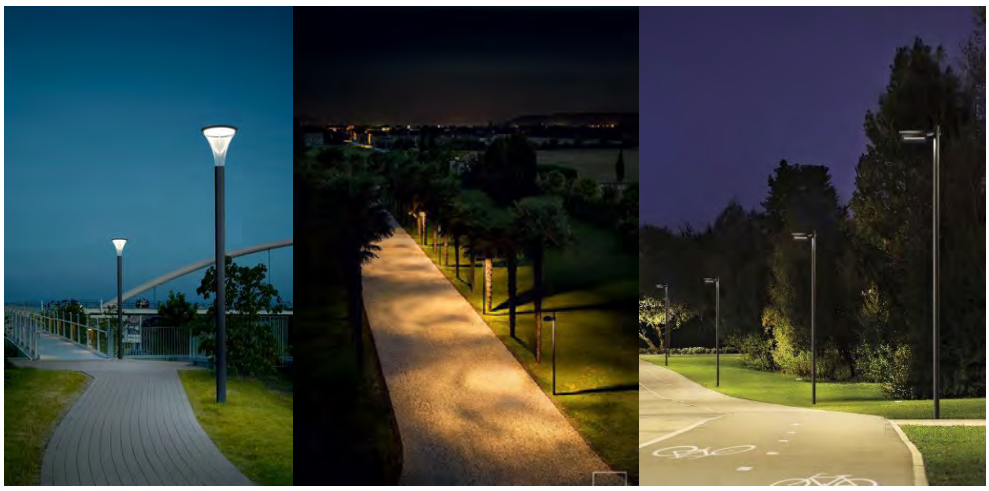
Risk Impacts:

Risk	Probability	Mitigation
Lights vandalized	Low	Install cages or anti-climbing collars around lights to prevent unauthorized access.
Light pollution impact on wildlife	Low	The consultant and state wildlife department can advise on light pollution effects and impacts to reduce potential harm to wildlife.
Light pollution impact on adjacent neighbors	Low	Consultant can advise on responsible street light placement and any laws regarding light pollution. City can use public education campaigns with neighbors to discuss lights installation.
May help reduce security cameras needed.	Moderate	Cameras and lights planning done together may minimize the need for some lights and/or some cameras.

Concept Sketch:

Work in conjunction with the Security and Lighting subcommittee.

Improved nighttime visibility through LED lamp fixtures. Improves light uniformity, distribution and color rendering.



Left Image: Aesthetic form
Middle Image: Targeted light distribution
Right Image: Uniform lights

CP-02: Install a restroom facility and water (re)filling stations.

Estimated Cost:

$0 (The City is already installing a restroom, like the one in Victory Park, in Caldwell Park in 2025.)

Description of Concept:

This concept would add a restroom, like the one located in Victory Park, and would install water (re)filling stations.

Advantages:

- Will provide the only public restroom in the MMCID.
- Equal access to restroom facilities.
- Protects the environment.
- Enhances park patron experience.
- Supports the intention to promote the park for recreational use.
- Reduces water bottle waste.
- Increases health and wellness as clean water access through a touchless/hands free system in a highly public recreational setting helps keep people healthy.
- Promotes appropriate use; may prevent public bathing.

Disadvantages:

- Requires ongoing maintenance.
- May attract people who may not take care of or who misuse the facilities, vandalism.
- Cost increase from current City budget.
- Unwanted/unwarranted use for hygiene.
- Increased water usage.
- Increases costs.

Discussion:

Public Works indicates that a self-cleaning restroom, such as the one in Victory Park, will be installed in Caldwell Park in 2025. This installation will address the recommendations listed below:

- Provides critical infrastructure as access to sanitation facilities are essential in public places.
- Improves health and sanitation as this decreases misuse of public spaces.
- Increases quality of life by enhancing the park experience by providing a restroom.

The park does not have any water fountains currently. The park's public spaces should include plenty of access to fresh and clean drinking water. Providing water and the ability to refill a water bottle is not only healthy but reduces plastic water bottle litter by supporting an environmentally friendly community. Adding water filling stations encourages appropriate use of water and may prevent public bathing and unhygienic activities.

Ownership:

The City is responsible for restrooms construction and water filling/refill stations installation.

Additional Funding Considerations:

Additional funding can be found through grants and the City's general fund. Funding for City's new restrooms in other parks was provided through the CARES Act.

Risk Impacts:

Risk	Probability	Mitigation
Attracts criminal activity	Moderate	Use timed doors on restrooms to minimize any one-person monopolizing the space. Install a luxury design to encourage facility care.
Increases cost to maintain	Moderate	This is already listed as a park maintenance standard.
Unforeseen outcomes such as improper use, vandalism, and destruction of facility	Moderate	Install vandal-resistant hydration stations. Install water-bottle filing hydration stations to deter improper use such as bathing.
City turns off water	Moderate	City to consider water flow essential service
Reduces negative environment impacts/human waste in park	Moderate	None
Reduces water bottle litter in parks	Moderate	None

Concept Sketch:

New self-cleaning, contactless restrooms have been installed at Victory Park, Fremont Park, Stribley Park, and Oak Park. These new restrooms offer available facilities to extend time outdoors when using these City parks. The City has agreed to install a similar restroom in Caldwell Park in 2025.

Pictured below are examples of water filing and refilling stations.

Water filling stations

CP-03: Add security cameras in the park through the Stockton Police Department's surveillance camera monitoring program.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept would have the Stockton Police Department install cameras within the park through their existing security camera program.

Advantages:

- Will improve park safety through criminal activity deterrence.
- Will discourage vandalism through active monitoring.
- Enables police department to remotely monitor in real-time.
- Enables police department to collect video evidence.
- Increases quality of life as it provides patrons a sense of safety and peace of mind.
- Identifies areas of risk through ongoing real-time surveillance to detect activities immediately.

Disadvantages:

- Reduces privacy.
- Purchasing cameras can be expensive.
- Adds maintenance cost.
- Can have a "Big Brother" is watching effect.
- Boundaries of use, potential misuse of video.
- Not vandal-proof.

Discussion:

Security cameras enhance public safety by serving as a force multiplier for the police department by assisting with the prevention of crime and by providing evidence to help resolve crime. Security cameras also provide the public with a sense of well-being in a monitored area (Citation: Santa Ana to install security cameras in parks to promote public safety).

According to GoGov:

> "The City uses surveillance video cameras to promote public safety and security. With the existing traffic management camera system, the police department can monitor locations throughout the city. The city camera system enhances the delivery of police services to the citizens.
>
> The City surveillance cameras are monitored daily. Camera operators (monitors), have direct communication with Stockton police officers and notify them of suspicious activities and critical incidents.
>
> This coordination between camera operators and responding police patrol personnel has met with remarkable success. For this reason, the use of security camera technology may be expanded to other areas of the City to increase security and promote public safety." (Citation: City Camera System).

Ownership:

The City will be responsible for adding and monitoring these cameras. However, there may be coordination between Stockton Police Department and the MMCID's security monitoring program currently being launched. There may also be coordination with Stockton Police Department's Citizens Observation Program (COP), where residents and business owners register their private security cameras with the police department so they can have access to gather video footage to assist in the apprehension and prosecution of the criminals involved.

Risk Impacts:

Risk	Probability	Mitigation
Increases cost to maintain	High	Stockton PD must staff to maintain

Concept Sketch:

Concord, CA adding cameras in their parks

Cameras installed on decorative streetlamp

CP-04: Replace and add site furnishings and amenities.

Estimated Cost:

To be determined after the project is awarded to a design firm.

Description of Concept:

This concept will replace sit furnishings and current amenities, including park benches, waste receptacles, picnic tables, signage, a playground. And power sources for entertainment opportunities. Additionally, it will add a walking pathway and exercise equipment along park perimeter.

Advantages:

- New fixtures and amenities encourage more park use for events such as farmers markets, live music, and secure community gatherings.
- Updates increase perception of park safety.
- Provide health and wellness benefits.
- Provides tangible, physical structure improvements that generate a greater sense of stewardship.

Disadvantages:

- Adds costs to purchase, install, and maintain.
- Increases the opportunity for vandalism.

Discussion:

As this is part of the larger Miracle Mile revitalization, Caldwell Park needs park amenity updates and additions to complement the other revitalization concepts and to make the park once again welcoming. Currently, the park has antiquated park benches, park picnic tables, and waste receptacles.

Ownership:

The City will purchase, install, monitor and maintain fixtures and amenities.

Additional Funding Considerations:

Additional funding can be secured through the City general funds and grants.

Risk Impacts:

Risk	Probability	Mitigation
Requires funding	Low	The City can apply for grants.
Can be destroyed	Moderate	Purchase high-use industrial fixtures and amenities.

Concept Sketch:

Decorative park benches with bar to prevent sleeping; waste receptacle and picnic tables to complement each other/benches.

Left Image: Install uniform appealing signage
Right Image: Consider recycling waste receptacles (right)

CP: Design considerations to the park for future development.

The subcommittee identified other concepts that should be included in future considerations, listed below in no particular order:

- Replace playground for children and youth
- Add playground for children and youth
- Provide flexible space for special events
- All for portable stages
- Activate the area through programming
- Plan for potential future Farmer's Market site

Each of these concepts are a good investment need, can be completed relatively quickly, and can make private investment more attractive for the global project (ex: Save Mart considering investing in adding lights around store to complement MM project-funded lights).

Conclusion:

The subcommittee considered the four concepts presented as most urgent and what will make the most impact quickly. Our infrastructure recommendations can restore patrons' confidence in the park and surrounding area, provide resilient infrastructure, and work for all users.

APPENDICES

APPENDIX A: IDEA EVALUATION

Alternative:	**Develop?**
BD-01: Explore adding a farmers' market within the Miracle Mile footprint (Tuxedo Court, Caldwell Park, parking lots or other location)	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	creates foot traffic
Alignment	Positive	
Connectivity	Positive	brings the community out to the mile and creates a walkable district
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	**Develop?**
BD-02: Ensure support to businesses during construction with appropriate signage, detours, and compensate business if closure required during construction.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Signage/Positive	Pull Power from city light poles for cameras, lighting for store front
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	Businesses need to function during normal business hours. Alleviate interruption of loss of business or business income.
Maintainability	Neural	Business as usual

General Comments:

Alternative:	**Develop?**
D-03: Enhance the facades of all businesses.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	Need our facades to look up to date and clean, look into local grants to replace old signage
Alignment	Neutral	does the current signage align with the goals, clean store fronts and possibly identical signage
Connectivity	Positive	Having similar signage helps to identify the business and their location.
Functionality	Neutral	Remove old signage if business closes, post store hours and maintain hours as posted
Maintainability	Neutral	Clean signage

General Comments:

Alternative:	**Develop?**
BD-04: Establish and fund (physical location and utilities) development/entrepreneur center on Miracle Mile focused on attracting new businesses, providing consulting services to ensure business are successful and open, market property vacancies, explore public and private partnerships, seek additional federal, state and city funding for needed infrastructure.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	aligns with the goal of the miracle miles goal of having a diverse walkable district
Connectivity	Positive	provides new businesses with development information for creating and establishing a solid business model
Functionality	Positive	
Maintainability	Neutral	

General Comments:

Alternative:	**Develop?**
BD-05: Establish a Miracle Mile Event Program to bring people to the Mile; design marketing programs to attract more students to the Mile (i.e., Tiger Thursdays, safe rides home – scoter) staffed with Pacific students from the Eberhardt School of Business, Delta College, working in conjunction with SBC, Asian Chamber of Commerce, and other organizations as appropriate.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Neutral	

General Comments:

Alternative:
BD-07: Define standard, core business hours and days open for all businesses on the Mile. Define a plan to gain support for this initiative, i.e., financial incentive, marketing of business, etc.

Develop?
Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	Need to know who's open, standardized store hours and signage, update google and yelp with current hours
Alignment		Standardized hours for all businesses, i.e., retail hours 10-7pm, restaurants/bars 12pm-12am or 4pm-2am. Contributes to the transparency of a functional business district
Connectivity	Positive	Allows patrons visiting mile to be aware of what type of businesses are on the mile
Functionality	Positive	
Maintainability	Positive	Staying current

General Comments:

Alternative:
BD-08: Create restrictions on types of businesses which are not consistent with family/community vibe, i.e., pay day loans, pawn shops, smoking/vaping establishments. If possible, define these "overlay" requirements/restrictions in conjunction with effort currently underway by the City of Stockton.

Develop?
Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Overlay

Alternative:	**Develop?**
BD-10: Install signs (black metal with hanging sign) that are perpendicular to buildings to make it easier to identify businesses. Install on all Mile businesses (placemaking)	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: Create signage underneath the facades or within the walkable space for ease of miracle mile walkable traffic.

Alternative:	**Develop?**
BD-11: Incentivize transition of business/property current use permits to new business/use for businesses on the Mile. Goal is to make it easier for new business to come to the Mile, especially restaurants as well to enable growth of current businesses.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	contingent upon store hours being aligned with the goal of creating consistency.
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Stockton permit department to be more supportive of new businesses friendly.

Alternative:
BD-13: Reduce or eliminate fees for grease traps and/or new sewers for retail space that convert to restaurants/eateries (2024 – 2027)

Develop?
Duplicate

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General Comments:

Alternative:
BD-16: Add illuminated business signs.

Develop?
Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	May be hard to get all business owners on board with doing the work of getting a grant or paying out of pocket.
Maintainability	Positive	

General Comments: Discuss in Overlay could be a part of the new businesses coming in (long-term, small business grant).

Alternative:	**Develop?**
BD-20: Add events that center around businesses located on the miracle mile.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: Holiday events.

Alternative:	**Develop?**
BD-21: Promote miracle mile businesses beyond the bounds of miracle mile or Stockton (e.g., Manteca, Tracey)	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: Research and comparability's of other cities.

Alternative:	**Develop?**
BD-32: Build multi use buildings with restaurants and shops on lower floor and residents above.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: Miracle Mile continue to develop multi use spaces.

Alternative:	**Develop?**
BD-33: Add better wayfinding for University of the Pacific.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	positive	
Alignment	positive	
Connectivity	positive	connect students and residents to the mile by creating walk/pathway to the mile (midtown trail)
Functionality	positive	
Maintainability	positive	

General Comments: easier lit and walkable pathways to UOP and Miracle Mile (Caldwell Park) Phase 2 or 3.

Alternative:	**Develop?**
BD-35: Close miracle mile for wine tasting event with each business having a tasting.	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	positive	
Alignment	positive	
Connectivity	positive	
Functionality	positive	
Maintainability	positive	

General Comments: Do not charge Miracle Mile to close off street from Castle-to Pine St. support local businesses and a walkable district for patrons.

Alternative:
BD-36: Widen the sidewalks throughout the Miracle Mile (Alpine to Harding) to expand outside dining.

Develop?
Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	positive	
Alignment	positive	
Connectivity	positive	
Functionality	positive	
Maintainability	positive	

General Comments: encourages walkable district.

Alternative:
BD-41: Create dog-friendly spaces in front of restaurants, including water bowls, poop bags, outdoor seating with dog-friendly welcome signs.

Develop?
Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: Depending on Business model.

Alternative:	**Develop?**
BD-42: Limit the number of same businesses on the Mile (e.g., nail salons, barber shops, etc.)	Yes

Criteria	***Rating (Positive, Neutral, or Negative Impacts)***	***Comments***
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	property owners will need to be involved

General Comments: If we want to be a vibrant walkable district we should encourage more diversity in the types of businesses that we attract for the Miracle Mile.

Alternative:	Develop?
CI-02: Crosswalks- Incorporate raised crosswalks	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Negative	Issue with Durability, gets damaged often Would need to make sure material and surface is durable Would need less maintenance in a low flow area

General Comments: Will this be an issue with emergency vehicles? Could be used in a low flow area in combination with other elements to protect against damage and have a higher impact

Alternative:	Develop?
CI-03: Crosswalks- Add bulb-outs at all intersections for better visibility.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	Shortens crossing distances, huge for safety
Connectivity	Positive	Helps with accessibility if they come out far enough
Functionality	Positive	

General comments: May not need bulb-outs at all. Would need to study locations. Need to be design with appropriate drainage in mind. Need to be completed to be functional & Beautiful.

Alternative:	Develop?
CI-04: Crosswalks- Enhance paving at crosswalks	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	Can help slow vehicles down
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	Maintenance depends on material Materials will change cost of maintenance

General comments: High visibility crosswalks (ladder striping). Pavers or stamped concrete

Alternative:	Develop?
CI-05: Crosswalks- Include shade structure at crosswalks or bulb outs.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Visibility is an issue.

Alternative:	Develop?
CI-06: Crosswalks- Include walking bridge	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General comments: Not the right context.

Alternative:	Develop?
CI-07: Crosswalks- Include diagonal/scramble crosswalks.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments: Could be used to phase an intersection and potentially increase safety at night. Need to be thoughtful about locations: Could be used at Cleavland & Dorris.

Alternative:	Develop?
CI-08: Crosswalks- Include bollards at corners for enhanced pedestrian safety.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	Difficult to maintain

General comments: Needs to be located correctly. Would be crucial for a plaza space.

Alternative: CI-09: Crosswalks- Include pedestrian refuge islands with landscaping or seating at wide crossings.

Develop? Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	

General comments: Wouldn't be effective is road diet occurs. Could be used at Tuxedo Court

Alternative: CI-10: Crosswalks- Construct 3D zebra crosswalks (High visibility) at intersections along miracle mile

Develop? Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General comments:

Alternative: CI-11: Crosswalks- Add more enhanced crosswalks.

Develop? Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments:

Alternative: CI-12: Crosswalks- Design decorative crosswalks to enhance beautification and improve safety.

Develop? Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments:

Alternative: CI-13: Sidewalks- Create larger sidewalks.

Develop? Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Neutral	

General comments: Potential room for outdoor dining. Do we have enough people walking to need larger sidewalk?

Alternative: CI-14: Sidewalks- Redo all sidewalks.

Develop? Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments: Current condition is not acceptable. Need ADA improvements.

Alternative:	Develop?
CI-15: Sidewalks- Include bollards along sidewalks for enhanced pedestrian safety	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	If we used bollards, they would need to be decorative
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Bollards at corners could be appropriate

Alternative:	Develop?
CI-16: Sidewalks- Enhance sidewalk surface between Castle & Harding (pavers or stamped concrete).	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	If we used bollards, they would need to be decorative
Aesthetics		
Alignment		
Connectivity		
Functionality		

General comments:

Alternative:	Develop?
CI-17: Sidewalks- Build out street walls to edge of sidewalk on all vacant commercial lots. (between Castle to Harding)	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General comments: Zoning code update should take care of 0' required setback along Pacific. This isn't part of our efforts (on property owners). (may want to discuss in placemaking).

Alternative:	Develop?
CI-18: Sidewalks- Install walls/fence around Caldwell park to hold events.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General Comments: Fenced spaces need enhanced security to function. The park will become less welcoming and feel less like a community space. The Security subcommittee should take a look at Caldwell park.

Alternative:	Develop?
CI-19: Sidewalks- Widen sidewalks for outdoor dining.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments:

Alternative:	Develop?
CI-20: Sidewalks- Construct all new sidewalks.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments:

Alternative:	Develop?
CI-21: Parking- Consider a combination of diagonal and parallel parking on Pacific Ave (same a similar)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Neutral	

General comments: Bike lanes with diagonal parking is dangerous. We could keep 1 side with diagonal, and have parallel one the other with a bike lane

Alternative:	Develop?
CI-22: Parking- Incorporate planters into street parking area.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Negative	

General comments: Need to balance the loss of parking

Alternative:	Develop?
CI-23: Parking- Add flex zone for parking, dining, or passenger loading.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Would need design standards for business use
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-24: Parking- Construct public parking lot at Castle and Pacific	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Neutral	

General comments: This is a private lot currently.

Alternative:	Develop?
CI-25: Parking- Redesign city parking lots for comfort, safety and efficiency	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments: Wayfinding and Access needs to be provided to Pacific from rear parking lots.

Alternative:	Develop?
CI-26: Parking- Enhance wayfinding to parking lots at back of buildings.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments:

Alternative:	Develop?
CI-27: Parking- Incorporate passenger loading areas and 30-minute parking spots.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Neutral	
Connectivity	Positive	
Functionality	Negative	
Maintainability	Neutral	

General comments: May not be a need for this. z(issue with delivery trucks stopping in the lane to drop off items, blocking traffic).

Alternative:	Develop?
CI-28: Parking- Incorporate accessible parking on Pacific Ave	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability		

General comments: ADA should provided in parking lots as governed by code

Alternative:	Develop?
CI-29: Parking- Incorporate diagonal Parking in a center median.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Neutral	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Neutral	

General comments:

Alternative:	Develop?
CI-30: Parking- Add diagonal street parking in front of post office.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments: Too detailed for the current level of detail

Alternative:	Develop?
CI-31: Parking- Add parking meters to generate revenue to cover the cost of maintenance.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Neutral	
Maintainability	Negative	

General comments: This could prevent people from visiting

Alternative:	Develop?
CI-32: Parking- Remove street parking and build parking garage.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-33: Traffic Calming- Authorize traffic studies for alternatives.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments: Study pedestrian travel as well

Alternative:	Develop?
CI-34: Traffic Calming- Narrow lanes on Pacific.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments: Narrowing of lanes should take into account recommendations from Caltrans & required minimums

Alternative:	Develop?
CI-35: Traffic Calming- Introduce gradual traffic funneling to two narrow lanes starting at Alpine completing at Castle.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General comments

Alternative:	Develop?
CI-36: Traffic Calming- Convert select artillery streets into one-way streets.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Neutral	

General comments: This could be an issue with homeowners. This would be greatly contingent on a traffic study of the greater area. Could cause accidents.

Alternative:	Develop?
CI-37: Traffic Calming- Reduce speed limit on Pacific Ave.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments: This will be done after the fact. A speed survey is done at least 6 months after improvements, and speed limits are set to traffic patterns and behavior.

Alternative:	Develop?
CI-38: Traffic Calming- Speed Cameras to enforce speed limit.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: This has to do with city operations. Infrastructure could have a greater impact on traffic calming than this.

Alternative:	Develop?
CI-39: Traffic Calming- Add speed bumps.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Negative	
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-40: Traffic Calming- Add stoplight at Monterey.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Would need input from traffic study. There may not be enough cross-traffic to warrant a stop light. Could use a flashing beacon & beef up crosswalk

Alternative:	Develop?
CI-41: Traffic Calming- Add more stop signs from Castle to Harding.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	(traffic study will determine where this could occur)
Maintainability	Positive	

General comments: Would need to be a result of a traffic study.

Alternative:	Develop?
CI-42: Traffic Calming- Add rumble strips at crosswalks.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Negative	Dependent on how it is done
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-43: Traffic Calming- Use enhanced road surface (pavers or stamped concrete)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-44: Traffic Calming- Create lane shifts to slow traffic.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Negative	

General comments:

Alternative:	Develop?
CI-45: Road Design- Convert Pacific Ave into a two-lane or three-lane road from Alpine to Castle	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	May help direct only people who are visiting the mile.
Functionality	Positive	
Maintainability	Neutral	Dependent on what the extra space becomes

General Comments: extra space could be a median, wider sidewalks, additional landscaping, or parking. Could help pull sidewalk along park away from the road (provide landscaping).

Alternative:	Develop?
CI-46: Road Design- Convert Pacific Ave into a two-lane road between Castle & Harding	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	Negative for turning, positive for road calming
Maintainability	Neutral	

General Comments: Could cause issues where left hand turns occur. Could be a happy medium between fully eliminating turn lanes (need to study key intersections to make sure turning wouldn't back up road).

Alternative:	Develop?
CI-47: Road Design- Convert road surface to permeable paving.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Neutral	Need analysis to determine if it functions
Maintainability	Negative	Soils below can

General Comments: may not work with soils. Could be more of an opportunity for this on the sidewalk (could be used to introduce brick theme).

Alternative:	Develop?
CI-48: Road Design- Include removable or retractable bollards for temporary street closures.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	Dependent on type
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Negative	

General Comments: This could make closing streets for events significantly easier.

Alternative:	Develop?
CI-49: Road Design- Create partial road closure on Pacific.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	Where does the traffic go?
Maintainability	Negative	

General Comments:

Alternative:	Develop?
CI-50: Road Design- Create pedestrian area by permanently closing a section of Pacific Ave	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CI-51: Road Design- Encourage traffic to divert from Alpine to El Dorado so that miracle mile is not a thruway.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: This could be a potential byproduct of road calming measures.

Alternative:	Develop?
CI-52: Road Design- Convert 1 lane of Pacific Avenue to be used for a trolley system.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Negative	
Functionality	Neutral	
Maintainability	Negative	

General Comments: This is a historic element of Stockton that we would call back to with a feature. Placemaking could discuss.

Alternative:	Develop?
CI-53: Road Design- Reduce Pacific Avenue from four lanes to three lanes at Alpine to Castle.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CI-54: Road Design- Transition from four lanes to two lanes along Pacific Avenue by adding more parking.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CI-55: Road Design- Turn specific side streets into one-way lanes with parking to narrow (e.g., Alder, Adams, Dorris, Pine).	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Neutral	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General Comments: This could be hard to sell to homeowners on side streets. This item seems broader than the scope of the work, but may be something to look at in the future after traffic studies of the greater area are conducted.

Alternative:	Develop?
CI-56: Road Design- Add medians from Alpine to Castle.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CI-57: Road Design- Add median islands along Pacific Avenue to prevent left turns at uncontrolled intersections to discourage turning onto side streets.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Negative	
Functionality	Neutral	Dependent on where and how it is designed
Maintainability	Negative	

General Comments: This may only occur on a few select intersections as determined by a traffic study. There are other ways to address traffic issues with left turns.

Alternative:	Develop?
CI-58: Road Design- Build a roundabout/traffic circle/chicane at Regent to help slow traffic and increase ease of flow.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Would need to mitigate the appearance of signage
Alignment	Positive	Creating threshold for MM
Connectivity	Neutral	
Functionality	Positive	Traffic calming
Maintainability	Negative	

General Comments: There may enough right-of-way to accommodate a roundabout (a traffic circle or chicane could be more appropriate). Opportunity for design element.

Alternative:	Develop?
CI-59: Infrastructure- Install trash corrals and secured fence areas for dumpsters in public lots for better garbage management and improved health and safety.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Neutral/Positive	Dumpsters are a safety issue
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Positive	

General Comments: Public Trash enclosures in parking lots may need to be updated anyways if parking lots are updated. City should pick up trash on sidewalks and dumpsters daily. City should enforce ordinances. Could be outside the scope to work on private trash corrals.

Alternative:	Develop?
CI-60: Infrastructure- Install fiber and other technology infrastructure to support businesses.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: We already have fiber. Could provide free wifi in a public plaza. Music along the mile (speakers along mile).

Alternative:	Develop?
CI-61: Infrastructure- Improve drainage on Pacific.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Neutral	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Positive	

General Comments: Is there an issue with this currently? Drainage should be improved with road improvements.

Alternative:	Develop?
CI-62: Infrastructure- Construct shared area bathrooms; it is less expensive to build one house bathroom area as opposed to individual bathroom per tenant.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: constructing restrooms for private businesses is outside of the scope of this work.

Alternative:	Develop?
CI-63: Infrastructure- Street itself needs to be repaved or resurfaced.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CI-64: Stop Signs at all or selected intersections.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General Comments:

Alternative:	Develop?
CI-65: Leading Pedestrian Intervals.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	neutral	

General Comments:

Alternative:	Develop?
CE-01: Involve community in all aspects of the project	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	Without the residents, public engagement, businesses and property owners agreeing to align there's buy in for a successful project.
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Neutral	Need support, or funding for community, to initiate & sustain community outreach for UNRC or college students to walk neighborhoods.

General Comments: Door hangers, who will print? Cal-Trans, or Villapudua office for funding.

Alternative:	Develop?
CE-02: Reach out to students and residents, business owners, and property owners.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-03: Prepare a plan and consider a Buy-a-brick program for supplementing funding for sidewalks.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	Who will do the work, there will be a cost?

General Comments: |

Alternative:	Develop?
CE-04: Canvas all businesses by walking to invite to upcoming meetings.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-05: Ask MMID for an up-to-date list of names and contact information for business owners and property owners..	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-06: Develop a survey for property owners, business owners and residents.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	Who will be responsible for the survey and contact information? Cal-Trans or AVP office?

General Comments: What type of improvements, changes and upgrades to the miracle mile would you like to see occur.

Alternative:	Develop?
CE-07: Create a student survey for both UOP and Delta students.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General Comments: What type of improvements, changes and upgrades to the miracle mile would you like to see occur.

Alternative:	Develop?
CE-08: Ask Ad Hoc Workgroup to invite peers to join the public meeting to brainstorm Febuary 7th	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-09: Make a flyer to announce the public (include property and business owners) meeting on Febuary 7th	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-10: Celebrate neighborhoods surrounding the Miracle Mile District with a banner program.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	Initial Cost, and Ongoing cost.

General Comments:

Alternative:	Develop?
CE-11: Involve residents in the neighborhood adjacent to the Miracle Mile District with help of the University Neighborhood Renaissance Committee	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-12: Establish communication channels within MMCID.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-13: Add a local signboard (digital concept) to have local interests peaked and give a place for people to see upcoming events. Using a QR code method of communication to develop a directory of the businesses	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: QR Code that has alternative routes for healthy living, to the mile and through the neighborhoods. Businesses on the mile, and possibly specials going on at each businesses.

Alternative:	Develop?
CE-14: Encourage music pop ups at various locations along the miracle mile.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-15: Actively engage homeowners, merchants, property owners and patrons to be included with information sharing and decision making.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-16: Invite local talent for entertainment.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-17: Hire an association management firm (like New City America) that will provide ongoing maintenance and help generate revenue year-round.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Can't use the funds for this.

Alternative:	Develop?
CE-18: "Buy a Christmas tree light" fundraiser, like buy-a-brick, with annual Christmas tree to help fund ongoing projects and create surplus.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-19: "Buy a brick" fundraiser that includes pets paw prints.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-20: Identify and partner with nonprofit homeless shelter to support finding temporary or permanent housing for homeless on and near the miracle mile.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Not a part of the funding

Alternative:	Develop?
CE-21: Have mobile entertainment from local artists.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-22: Establish international parade highlighting diverse community of Stockton with diverse vendors and music.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
CE-23: University of the Pacific homecoming parade on Pacific Avenue.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-24: Involve LGBTQIA+ in events and parades.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CE-25: Have international artists featured on the mile	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Unsure

Alternative:	Develop?
CE-26: Add live theater as an attraction.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Where would it be hosted? Minimum parking.

Alternative:	Develop?
CE-27: Develop a process for the Miracle Mile Improvement District to be able to reinforce and maintain the improvements.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Not a part of our CE.

Alternative:	Develop?
MOB-01: Develop mobility hub (multimodal, bussing/transit access, food trucks, charging station) at empty lot at Castle	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	We like the idea but lot looks too small for everything suggested
Alignment	Negative	Doesn't fully meet the objectives of safety improvements and pedestrian safety
Connectivity	Neutral	Can we add a second bus line stop here? Probably be more of an electric parking/additional parking area
Functionality	Neutral	The few food trucks that would fit there could take patrons and foot traffic away from Mile restaurants
Maintainability	Negative	Long term costs and operation would be extensive Electric chargers take up large footprint

General Comments: We don't know who owns that lot.

Alternative:	Develop?
MOB-02: Add additional bus routes along Miracle Mile.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: DUPLICATE and evaluated with idea 10: Add additional bus stops along Pacific Avenue.

Alternative:	Develop?
MOB-03: Run student shuttles more frequently.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Positive	
Functionality	Negative	
Maintainability	Neutral	

General Comments: The demand for student shuttles is UOP's responsibility. The Miracle Mile Improvements project will create the market demand from which UOP can decide if more shuttles will be needed.

Alternative:	Develop?
MOB-04: Add bike lanes along Pacific Avenue.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	Not bad aesthetically
Alignment	Positive	Needed for bicyclists full safety Will calm traffic
Connectivity	Positive	More people can access the Mile in more numbers than in single cars Increases connectivity with students Open to additional bike lanes along intersecting side streets as well
Functionality	Positive	Do we have the room for the lane? We'd prefer the City proposed class IV Separated bikeway for safety What's the demand for through access?
Maintainability	Positive	Maintained along with regular road maintenance Bike asphalt won't require as much maintenance as the road

General Comments: Full bike lane is needed to maximize safety goal.

Alternative:	Develop?
MOB-05: Add bike parking along Pacific Avenue or on the side streets near Pacific intersection.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Some rack designs are nice and add aesthetic
Alignment	Positive	Supports bicyclist safety and revitalization
Connectivity	Positive	Part of bicycle upgrades
Functionality	Positive	Enhances bicycle lane initiative by preventing crime and promoting community
Maintainability	Neutral	Easy maintenance (paint, cleaning, etc.)

General Comments: There's no designated bike parking lot, rack, lockers right now. In front of Taps/CoCoro they have good fences that are used as parking racks.

Alternative:	Develop?
MOB-06: Leverage and access ($1 million) electric bikes from SJCOG.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Provides community engagement But sometimes they're left along sidewalks and non-charging locations
Alignment	Neutral	Something new to the Miracle Mile
Connectivity	Positive	Provides new mode of transportation Will calm traffic
Functionality	Positive	Ease of use through mobile apps Sometimes high cost on rentals Can be allowed in
Maintainability	Negative	May attract criminal activity (stolen/damaged bikes or chargers) Challenge of costs Maintaining a current app Maintenance upkeep and security Cost to customer vs. cost to operate

General Comments: Goes hand-in-hand with having the separated bike lane. If we get the bike lane, the scooter traffic will be there and safer; if we don't get the bike lane we'd be adding to sidewalk and road congestion.

Alternative:	Develop?
MOB-07: Explicitly improve routes and wayfinding between the different campuses and miracle mile.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Need nice place finding signage A good map for visitors. Locations map, bike/walk routes map. Allows possible future consumers from campus events to familiarize themselves with business locales along the Mile.
Alignment	Positive	Will provide safe bicycle and pedestrian routes
Connectivity	Positive	An app for the Mile, with maps, business links, and resources along Pacific
Functionality	Positive	Can be signs along the road, or part of an online app
Maintainability	Neutral	Type of maintenance and costs will depend on if its physical signage or a mobile web app, or both

General Comments:

Alternative:	Develop?
MOB-08: Finish Alpine complete streets program to connect to Pacific Avenue.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	Assuming it will improve traffic congestion
Functionality	Positive	
Maintainability	Neutral	Depends on what they're doing at the Alpine & Pacific cross section and how/what we could incorporate to join our designs.

General Comments: We'd still like to know what the scope of the project entails. But assume it will only enhance our project

Alternative:	Develop?
MOB-09: Install highly visible and secure bike parking (bike corrals) to encourage cycling and reduce traffic/need for more parking.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: DUPLICATE of idea 05: Add bike parking along Pacific Avenue or on the side streets near Pacific intersection. Evaluated the bike racks/parking areas would suffice.

Alternative:	Develop?
MOB-10: Add additional bus stops along Pacific Avenue.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	Its not about aesthetic in this case but use.
Alignment	Positive	Bus stop presence calms traffic
Connectivity	Positive	Leaving the one currently by Luu's Chicken and adding one by Castle or between Alpine and Regent
Functionality	Positive	May reduce traffic and increase patrons to the Mile
Maintainability	Negative	Attracts vandalism Costs and feasibility are a question for RTD

General Comments: Have it in a 'multimodal' area like the one mentioned in idea 01, but focus the hub on bus stops, bike parking, and maybe chargers.

Alternative:	Develop?
MOB-11: Prohibit skateboarding and bicycling on sidewalks by offering alternative lanes to travel.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	We think some general signage will suffice
Alignment	Neutral	Improves pedestrian safety
Connectivity	Neutral	
Functionality	Neutral	How/Who would enforce it?
Maintainability	Neutral	Sign upkeep and security patrolling

General Comments: If we implement the separate bike lane, ideally, there will be no need to prohibit sidewalk use because they'll use the bike lane. There are not many skateboarders anyway from subcommittee members observations. General consensus was indifference to prohibition, but it wouldn't hurt.

Alternative:	Develop?
PM-01: Congregate- Develop Tuxedo and Pacific as a plaza for events and farmers markets.	Yes

Criteria	Rating (Positive, Neutral, or Negative Impacts)	Comments
Aesthetics	Positive	Could be the Centerpiece of the Mile (opportunity to do something special)
Alignment	Positive	Revitalization & Safety (current issue with Pedestrian safety crossing
Connectivity	Positive	
Functionality	Positive	
Maintainability	Negative	Should be mitigated with durable materials

General Comments: Could Block off street, but not necessarily. Would need to be easily closed off for events/activities if not closed permanently. We need a good looking location for a farmers Market on the Mile. Bring Back "Tuxedo Park" (must appeal to younger demographic—should be active).

Alternative:	Develop?
PM-02: Congregate- Create zone for lingering; rather than parking, dinner, leave; create space for people to linger and shop and visit different restaurants; create space for people to slow down and enjoy environment.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Negative	

General Comments: Similar to What Shave Ice has created, But with Improved aesthetics. Bump outs at corners could have plants & Integrated benches. Area in front of Post Office and Regent (could act as entrance or threshold—Regent Circle).

Alternative:	Develop?
PM-03: Congregate- Provide walkways in between medians, Morgan Hill – medians with benches along hills.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Neutral	
Connectivity	Negative	
Functionality	Negative	Inadequate space for area to function as a gathering place
Maintainability	Negative	

General Comments: Would detract from people gathering on the sidewalks near businesses.

Alternative:	Develop?
PM-04: Congregate- Provide parklets & Pocket Parks for business or public use.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	Needs design standards & look finished
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Could occur at bump out. Should discuss if this is desired for businesses. Could have dining near restaurant rather than on the street. Could be public space rather than for a specific business (mini parks).

Alternative:	Develop?
PM-05: Congregate- Install chess/ checkers tables throughout the miracle mile and at the park.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	Attract to business (spend time lingering)
Functionality	Positive	(brings people together)
Maintainability	Negative	(people may maintain this themselves)

General Comments: Would need to be located correctly (should be at a specific location). Need to be located all together. Would not be used if isolated.

Alternative:	Develop?
PM-06: Congregate- Construct area for performances (could be removable) – "Music on the Mile."	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	

General Comments: Could be located at Tuxedo. Accessibility for a raised stage would take up a lot of room. Allow space for this, but don't over build it. Could be used for Informal performance- Music should be all over the mile (in businesses and public space).

Alternative:	Develop?
PM-07: Caldwell Park- Provide security fence or wall around recreational park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may not apply to Miracle Mile Improvements. A separate but equally important parks initiative for Caldwell should follow these efforts to reinforce improvements made to the Mile. The safety walking past the park at night along pacific may need to be considered.

Alternative:	Develop?
PM-08: Caldwell Park- Construct low boundaries/perimeter near rec park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may not apply to these improvements.

Alternative:	Develop?
PM-09: Caldwell Park- Build emergency blue lights around park.	

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Improvements to Caldwell park may not apply to these improvements. Belongs in Security

Alternative:	Develop?
PM-10: Caldwell Park- Redo entire park to better leverage use of park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	Does not apply to Miracle Mile
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Improvements to Caldwell park may not apply to these improvements.

Alternative:	Develop?
PM-11: Caldwell Park- Create walking paths at Caldwell Park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-12: Caldwell Park- Install pickleball courts at Caldwell Park to encourage more activity and community.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-13: Caldwell Park- Build a dog park in a portion of Caldwell Park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-14: Caldwell Park- Install two basketball courts at Caldwell park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-15: Caldwell Park- Install safe and accessible gym equipment at Caldwell park for daily use.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-16: Caldwell Park- Utilize proposition 68 funding for Caldwell park.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: This is not part of Placemaking efforts (but go after the grant).

Alternative:	Develop?
PM-17: Caldwell Park- Create a space for entertainment, live music, events, and seating at Caldwell Park and/ or Tuxedo Court.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Improvements to Caldwell park may be outside of the scope of these improvements. Similar improvements to Tuxedo court are included earlier in the list.

Alternative:	Develop?
PM-18: Threshold- Create threshold at transition between classic mile and extended mile.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Neutral	Would need to be designed to be durable against vehicle collisions with feature

General Comments: This is critically important to creating a sense of place on the Mile. Need Multiple: Harding, Calaveras river, & regent (Need to include UOP). Could occur at Alpine to reinforce slowing down traffic (needs to be coordinated with Traffic. Could occur at Regent or Castle.

Alternative: PM-19: Threshold- Add gateways to recognize historical aspect of Miracle Mile

Develop? Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative: PM-20: Threshold- Build enhanced signage and lighting feature to make known you are here.

Develop? Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative: PM-21: Threshold- Build feature in middle of roundabout or median, lights on each corner.

Develop? Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: Could be at regent.

Alternative:	Develop?
PM-22: Threshold- Statue /feature at Regent or Castle	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
PM-23: Atmosphere- Keep the green and add more.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	Improved Pedestrian experience
Functionality	Positive	
Maintainability	Negative	Needs to be designed to be low maintenance and low water. Needs a landscape maintenance plan

General Comments: Areas should not be completely paved. Shouldn't be all rock landscaping or desert landscaping.

Alternative:	Develop?
PM-24: Atmosphere- Provide landscape that is water wise with minimal maintenance.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	
Maintainability	Positive	

General Comments: This does not mean "rock" landscaping.

Alternative:	Develop?
PM-25: Atmosphere- Minimize tree removal (with consideration to a tree plan to maximize the tree canopy).	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Neutral	Planting low maintenance trees is critical

General Comments: Existing trees need to be cleaned up for better visibility of pedestrians. Some trees will need to be removed, and some would need to be planted. Trees with shallow roots would need to be removed (uniformity in trees should be considered). Tree canopy should be maximized (need an arborist to look at existing trees) (low maintenance and water-wise trees need to be planted) (native and/or well adapted trees should be considered).

Alternative:	Develop?
PM-26: Atmosphere- Include olfactory sensory experiences.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Plant selection with fragrant smells (plant smell association with neighborhood). Bakery smells (misters with aroma) (Wash down sidewalks with fragrant solvent). Non-smoking zone. Contain trash smells.

Alternative:	Develop?
PM-27: Atmosphere- Provide enhanced shading on sidewalks and outdoor dining areas.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	Encourages pedestrians to walk
Functionality	Neutral	Could cause a visibility issue
Maintainability	Negative	

General Comments: UOP students are less likely to walk In summer when its hot. Could not have room for it on the sidewalk for built canopies.

Alternative:	Develop?
PM-28: Atmosphere- Clean up existing trees for improved visibility.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
PM-29: Atmosphere- Replace all trees with preferred tree for consistent look and easy maintenance.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
PM-30: Atmosphere- Enhance and Cleanup landscaping on private property.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Could be out of the scope of the work to replace and clean private plantings. City could enforce cleaning and landscape maintenance. Screen planting is required as a buffer between sidewalk and parking lots. (some issues with current parking lot areas).

Alternative:	Develop?
PM-31: Atmosphere – Enhance landscaping in all planters & increase amount of landscaped area between Castle & Harding	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	Dependent on planting plan

General Comments: Planted bollards on corners in place of bollards potentially.

Alternative:	Develop?
PM-32: Atmosphere- Increase number of planters on sidewalks	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments

Alternative:	Develop?
PM-33: Atmosphere- Replant missing shade trees from Castle to Alpine	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments

Alternative:	Develop?
PM-34: Atmosphere- Enhance plantings to create a more desirable destination.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments

Alternative:	Develop?
PM-35: Atmosphere- Place artificial grass as landscaping.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Neutral	

General Comments Sustainability issue (plastic leeches into earth). Gets very hot in summertime (urban heat island effect). Smell is negative.

Alternative:	Develop?
PM-36: Atmosphere- Plant drought resistant plants along the miracle mile.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments This is required by state guidelines anyways.

Alternative:	Develop?
PM-37: Character- Maintain historic style of the Miracle Mile	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	Depends on what materials we are discussing

General Comments: Sidewalks, lighting, planters, public improvements should consider historic aesthetics of mile. Materials selections for Landscape, streetscape, hardscape, sidewalks, etc., (opportunity for historic reference with brick pavers) Public elements should reference and relate to architecture of buildings. Design should file timelines and specific to the Miracle Mile (futureproofing design).

Alternative:	Develop?
PM-38: Character- Include Iconic elements honoring the historic nature of the Miracle Mile	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	

General Comments: utilize iconic or historic elements as feature on miracle mile. Monument to historic elements (veterans, UOP, Stagg, Ag history, port city). Banners on light poles memorializing local veterans (could be a fundraiser as well).

Alternative:	Develop?
PM-39: Character- Establish character of Miracle Mile via the creation of a Specific Plan	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: A specific plan should be created to reinforce these efforts.

Alternative:	Develop?
PM-40: Character- Include pavers or stamped concrete on roadway.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Positive	
Maintainability	Negative	

General Comments: Stamped concrete that looks like pavers have maintenance issues, and doesn't look as historic as pavers. Repairs need to be done with same pavers, (they get discontinued all the time).

Alternative:	Develop?
PM-41: Character- Include pavers or stamped concrete on sidewalk.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Neutral	Permeability would increase functionality
Maintainability	Negative	

General Comments: Consideration for ADA and tripping hazards for pavers. Should consider permeable surfaces . Pavers Could be used partially combined with concrete . Pavers could be used In a "plaza" zone to designate pedestrian oriented space. Other finishes can be considered (add-ins to concrete, Colored integral concrete-consider colors that will look dirty).

Alternative:	Develop?
PM-42: Character- Establish consistent & thematic signage and lighting throughout	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Neutral	

General Comments: Could be unique to miracle Mile. Banner could be replaced with something more thematic or permanent feeling for event advertising to be placed on. Public Parking lots need specific, consistent, and thematic signage.

Alternative:	Develop?
PM-43: Character- Recognize historical Stockton landmarks.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
PM-44: Character- Install water feature at miracle mile entrance.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Negative	
Maintainability	Negative	

General Comments: Not drought tolerant. There are more sustainably minded options for features (art, landscape. Etc..). They commonly get turned off or converted later.

Alternative:	Develop?
PM-45: Character- Utilize the Stockton sign from Empire Theater.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Negative	
Maintainability	Negative	

General Comments:

Alternative:	Develop?
PM-46: Artistic Opps- Establish ongoing public art project.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Neutral	
Functionality	Negative	
Maintainability	Negative	

General Comments: Could speak to seasons/holidays. Murals on buildings or junction boxes. Delta fusion (puppeteer parade – history of Stockton). Historic parade (Stagg, UOP, 4th of July). Location for street artists.

Alternative:	Develop?
PM-47: Artistic Opps- Increase the number of arts, murals, sculptures, car shows, photographs that capture the agriculture, past events, and city's cultural diversity.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	

General Comments: Space should be created for events We discuss a plaza earlier in this list. Ability to block off street for events.

Alternative:	Develop?
PM-48: Artistic Opps- Use local artists to decorate utility boxes.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	
Maintainability	Negative	

General Comments:

Alternative:	Develop?
PM-48: The Tables – Stationary Ping Pong Community Area.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	This depends on use & location
Maintainability	Negative	

General Comments: Brings together community through games (creates a safer space). We need activities on the Mile that are free. Are there existing organizations that need space for games? Place for kids to play.

Alternative:	Develop?
PM-49: Mini Rec area (roller skating, small equpment, streching during a run)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Positive	
Connectivity	Positive	
Functionality	Neutral	Would it get utilized?
Maintainability	Negative	

General Comments: Small area pitstop during a run (water/bottle filling station). Roller derby involvement (small oval area for collaborating with other skaters). Activation makes spaces safer.

Alternative:	Develop?
SL-01: Create, increase, and improve lighting to all areas of the mile achieving the dual goals of enhancing safety while increasing the aesthetics. . In parking lots, around Caldwll Pprk, Alpine Ave, Castle St. and under lit areas. (Item includes SL-04, SL-09, SL-11, SL-12 and SL-18)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	Should help reduce crime
Connectivity	POSITIVE	Current pedestrian scale lighting is poor.
Functionality	POSITIVE	Existing LED lights are not bright enough.
Maintainability	NEUTRAL	Positive if LED

General Comments: Lighting should be discussed in terms of 3 types of lighting: Parking Lots, Street Lights and Pedestrian-scale lights. (Each area may require a different [foot candle] illumination level.) Aesthetics are important. Height of light source is important. Side streets and alleys need to be addressed. Pedestrian lighting must be greatly improved. Don't spend grant money on what should be City expenditures.

Alternative:	Develop?
SL-02: Foster a secure dining and retail environment by implementing camera system, license plate scanners, emergency blue boxes, and physical patrols	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	License plate readers are effective in tracking criminals.
Maintainability	NEGATIVE	Change to neutral – depending on solution, may generate $. But probably limited amount.

General Comments: License plate scanners may be too extreme. They could also be viewed as preventative. Do security cameras actually help? Let's install speed cameras, too. It could be a source of revenue for MM. Gov. Gavin Newsom signed AB-645 into law, six cities in the state will see speed cameras in their neighborhood starting in 2024. Hese cameras allow tickets to just be sent to violators. https://www.foxla.com/news/california-laws-2024-speed-cameras-january-2024

Alternative:	Develop?
SL-03: Cease using Pacific Avenue as an emergency route.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	NEGATIVE	
Maintainability	NEUTRAL	

General Comments: This item provoked so much divisiveness that the group voted to table it. The group did not want to vote to develop because that suggested approval. One side of the argument wanted to strike this and replace with other language. No other language was provided The other side suggested replacing "emergency route" with "primary emergency route, but not preventing emergency use." Jeff – agree with language that suggests that the City not use as primary emergency use. I suspect once we change streets and sidewalks, it might not be able to be used as primary. Roadway design will be vetted for emergency use, not our recommendations. Emergency response planning is by others.

Alternative:	Develop?
SL-04: Provide well-lit pathways to all parking lots (public and private)	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
SL-05: Install signage throughout miracle mile to indicate areas are under security camera monitoring.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	If well done, consistent with other signage and logos
Alignment	POSITIVE	The choice of words is important
Connectivity	POSITIVE	
Functionality	POSITIVE	Add “Do not leave valuables in vehicles”
Maintainability	NEGATIVE	

General Comments: These signs are required by law. We will install more signs than we need to advertise the fact that the cameras are monitoring the site. Consider using language that is also “friendly” vs makes people think this is an unsafe area. For example, “For your safety, this area may be monitored 24 x 7 by cameras, security personnel and law enforcement.” . (Design of signs needs to be consistent with other signs to be installed as covered by other items)

Alternative:	Develop?
SL-06: Start a safety ambassador program.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	Aligns with our goals but not legislation
Connectivity	POSITIVE	
Functionality	POSITIVE	Concern about lack of daytime response.
Maintainability	NEGATIVE	

General Comments: New ambassador program under consideration by MMCID to be boots on the ground with task of observing and reporting. Would take the place of security. Should be implemented during the late night and early morning hours. Police training program at Delta should be investigated for possibility of mutual benefit. However, this does not replace the responsibility of Stockton Police to patrol and respond to crime and concerns within MM. This should be considered a city or state funded initiative until Stockton Police are operating better. . This item may include elements of SL-13, SL-14, SL-15, and LS-17

Alternative:	Develop?
SL-07: Develop and offer safe ride program.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	NEGATIVE	

General Comments: Questions raised about liability issues. Diana was the most positive and suggested that a corporate sponsor such as an insurance company would like to sponsor such a program. Consider providing a framework for a safe ride home program for individual businesses to implement, for their benefit and their expense. A safe ride program if it is to be implemented needs to be done by individual businesses as opposed to be implemented by the available grant.

Alternative:	Develop?
SL-08: Install security film on all windows along miracle mile to protect from shattering.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	NEUTRAL	
Functionality	POSITIVE	
Maintainability	POSITIVE	

General Comments: Won't prevent cracks. It is a safety factor preventing some theoretical injuries. This should be considered to be a façade upgrade to minimize vandalism. This would be considered to be a business expense in the future. If in the context of a window repair grant program for business and property owners.

Alternative:	Develop?
SL-09: Increase lighting in all public parking lots.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
SL-10: Install string lights along the miracle mile, crossing the street and in front of businesses.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	NEGATIVE	Should be commercial grade, long-lived.

General Comments: How about including the lights in facades rather than attaching to poles. Festival lights creates a welcoming, festive environment. Festival lighting is a part of the success stories we are following in other communities. It is an important part of place making, security and lighting. They define a district. Consider uplighting trees as an alternative. Add the infrastructure now (electrical sources) for this now.

Alternative:	Develop?
SL-11: Add lighting around Caldwell park and Alpine to Castle.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	NEGATIVE	

General Comments: While we want to enhance Caldwell Park, the City needs to allocate CIP monies for this and other improvements at the park. Perhaps streetlights on the Pacific edge of the park. We need to evaluate the lighting needs for the entire footprint. If the park is developed as an event center, then this park becomes part of our project. Parks are a city issue.

Alternative:
SL-12: Add lighting to all under lit areas.

Develop?
Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:
SL-13: Establish walking patrols or bike patrols.

Develop?
Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
SL-14: Extend UOP security to include Pacific Avenue where students frequent.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	NEUTRAL	
Functionality	NEUTRAL	
Maintainability	NEUTRAL	

General Comments: A conversation to revisit. Include City of Stockton, too. UOP patrols a large footprint already. Include Delta College, too. Is this part of the Legislation? Pacific is a private college vs Delta, the City would need to contract ($) with Pacific for services. UOP does not have the manpower to extend services beyond the campus.

Alternative:	Develop?
SL-15: Have a 24/ 7 private patrol monitoring the miracle mile, funded by businesses.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
SL-16: Install uniform pull down/ security gates with art murals (done by local artists featuring Mile history, inspiration, positivity, agriculture, etc.) to improve aesthetics	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	NEGATIVE	
Connectivity	NEGATIVE	
Functionality	NEGATIVE	
Maintainability	NEGATIVE	

General Comments: Yes, if with continuity. May be part of the Planning Overlay. . Gates to be installed only where there is a high security problem. Design of gates, time of use, color, artwork, etc. may be governed by City Code or MMID CC&r's. Only to enhance existing pull-down doors and utility boxes (with wraps), not to encourage more pull down doors.

Alternative:	Develop?
SL-17: MMID sponsor cameras and security at night.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments:

Alternative:	Develop?
SL-18: Enhance sidewalk lighting.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General Comments: We need to have foot-candle analysis of the footprint. We need to double the number of lights. We can up-light trees for more sidewalk lighting. Side streets are very dark. Sidewalk lighting is important, but we also need to fix the sidewalks. What are the best practices here? Other cities?

Alternative:	Develop?
SL-19 Add “leading pedestrian intervals” for safer pedestrian crossings	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	NEUTRAL	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	NEUTRAL	

General Comments:

Alternative:	Develop?
SL-20: Secure all dumpsters with locked, lidded enclosures. Install more Trash receptacles that are difficult to overturn.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	POSITIVE	

General Comments: Open or accessible dumpsters are tempting for divers and dumpers.

Alternative:	Develop?
SL-21: Empty buildings must be actively managed	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	POSITIVE	

General Comments: Empty buildings must be actively managed to prevent destruction, campers, fires, vandalism, graffiti, broken glass, raw wood board-ups, blight. Code enforcement is not effective.

Alternative:	Develop?
BD-01: Explore adding a farmers' market within the Miracle Mile footprint (Tuxedo Court, Caldwell Park, parking lots or other location)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	creates foot traffic
Alignment	Positive	
Connectivity	Positive	brings the community out to the mile and creates a walkable district
Functionality	Positive	
Maintainability	Positive	

General Comments:

Alternative:	Develop?
CI-18: Sidewalks- Install walls/fence around Caldwell park to hold events.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General Comments: Fenced spaces need enhanced security to function. The park will become less welcoming and feel less like a community space. The Security subcommittee should take a look at Caldwell park.

Alternative:	Develop?
PM-07: Caldwell Park- Provide security fence or wall around recreational park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Negative	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General comments: Improvements to Caldwell park may not apply to Miracle Mile Improvements. A separate but equally important parks initiative for Caldwell should follow these efforts to reinforce improvements made to the Mile. The safety walking past the park at night along pacific may need to be considered.

Alternative:	Develop?
PM-08: Caldwell Park- Construct low boundaries/perimeter near rec park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Negative	
Connectivity	Negative	
Functionality	Negative	
Maintainability	Negative	

General comments: Improvements to Caldwell park may not apply to these improvements.

Alternative:	Develop?
PM-09: Caldwell Park- Build emergency blue lights around park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	N/A	
Alignment	N/A	
Connectivity	N/A	
Functionality	N/A	
Maintainability	N/A	

General comments: Improvements to Caldwell park may not apply to these improvements

Belongs in Security

Alternative:	Develop?
PM-10: Caldwell Park- Redo entire park to better leverage use of park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	Does not apply to Miracle Mile
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General comments: Improvements to Caldwell park may not apply to these improvements.

Alternative:	Develop?
PM-11: Caldwell Park- Create walking paths at Caldwell Park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Neutral	

General comments: Improvements to Caldwell park may be outside of the scope of these improvements

Alternative:	Develop?
PM-12: Caldwell Park- Install pickleball courts at Caldwell Park to encourage more activity and community.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-13: Caldwell Park- Build a dog park in a portion of Caldwell Park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-14: Caldwell Park- Install two basketball courts at Caldwell park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Improvements to Caldwell park may be outside of the scope of these improvements.

Alternative:	Develop?
PM-15: Caldwell Park- Install safe and accessible gym equipment at Caldwell park for daily use..	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Positive	
Alignment	Negative	
Connectivity	Neutral	
Functionality	Neutral	
Maintainability	Negative	

General comments: Improvements to Caldwell park may be outside of the scope of these improvements

Alternative:	Develop?
PM-16: Caldwell Park- Utilize proposition 68 funding for Caldwell park.	No

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	N/A	
Alignment	N/A	
Connectivity	N/A	
Functionality	N/A	
Maintainability	N/A	

General comments: This is not part of Placemaking efforts (but go after the grant).

Alternative:	Develop?
PM-17: Caldwell Park- Create a space for entertainment, live music, events, and seating at Caldwell Park and/ or Tuxedo Court.	Duplicate

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics		
Alignment		
Connectivity		
Functionality		
Maintainability		

General comments: Improvements to Caldwell park may be outside of the scope of these improvements. Similar improvements to Tuxedo court are included earlier in the list

Alternative:	Develop?
SL-11: Add lighting around Caldwell park and Alpine to Castle.	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	POSITIVE	
Alignment	POSITIVE	
Connectivity	POSITIVE	
Functionality	POSITIVE	
Maintainability	NEGATIVE	

General comments: While we want to enhance Caldwell Park, the City needs to allocate CIP monies for this and other improvements at the park. Perhaps streetlights on the Pacific edge of the park. We need to evaluate the lighting needs for the entire footprint. If the park is developed as an event center, then this park becomes part of our project. Parks are a city issue.

Alternative:	Develop?
CI-01: Crosswalks- Include rapid flashing at key crossing points.)	Yes

Criteria	*Rating (Positive, Neutral, or Negative Impacts)*	*Comments*
Aesthetics	Neutral	
Alignment	Positive	
Connectivity	Positive	
Functionality	Positive	Doesn't need to occur at all intersections Needs good visibility to function Must be used with a bump out for visibility
Maintainability	Neutral	In pavement rapid flashing are difficult to maintain

General Comments: Locations: Monterey.

APPENDIX B: IDEA SUMMARY

The following list of ideas were generated by the Ad Hoc Workgroup and the public during working sessions and public meetings, respectively.

BUSINESS DEVELOPMENT

This subcommittee oversees ideas that are related to enhancing the facades of businesses (to upgrade and to support placemaking), creating incentives and programs to support individual businesses, overall business growth, and diversification to drive a more robust business center.

- Explore adding a farmers' market within the Miracle Mile footprint (Tuxedo Court, Caldwell Park, parking lots or other location)
- Ensure support to businesses during construction with appropriate signage, detours, and compensate business if closure required during construction.
- Enhance the facades of all businesses.
- Establish and fund (physical location and utilities) development/entrepreneur center on Miracle Mile focused on attracting new businesses, providing consulting services to ensure business are successful and open, market property vacancies, explore public and private partnerships, seek additional federal, state and city funding for needed infrastructure,
- Establish a Miracle Mile Event Program to bring people to the Mile; design marketing programs to attract more students to the Mile (i.e., Tiger Thursdays, safe rides home – scoter) staffed with Pacific students from the Eberhardt School of Business, Delta College, working in conjunction with SBC, Asian Chamber of Commerce, and other organizations as appropriate.
- Support the establishment of a university business incubator and off-campus Tiger Shop.
- Define standard, core business hours and days open for all businesses on the Mile. Define a plan to gain support for this initiative, i.e., financial incentive, marketing of business, etc.
- Create restrictions on types of businesses which are not consistent with family/community vibe, i.e., pay day loans, pawn shops, smoking/vaping establishments. If possible, define these "overlay" requirements/restrictions in conjunction with effort currently underway by the City of Stockton.
- Restrict smoking and vaping within the Miracle Mile footprint (Livermore)
- Install signs (black metal with hanging sign) that are perpendicular to buildings to make it easier to identify businesses. Install on all Mile businesses (placemaking)
- Incentivize transition of business/property current use permits to new business/use for businesses on the Mile. Goal is to make it easier for new business to come to the Mile, especially restaurants as well to enable growth of current businesses. For example:
- Reduce and/or eliminate usage change fees for businesses (2024 – 2027)
- Reduce or eliminate fees for grease traps and/or new sewers for retail space that convert to restaurants/eateries (2024 – 2027)
- Promote pop-up/ temporary businesses in vacant spaces.
- Implement/provide assistance to complete facade grant funding.
- Add illuminated business signs.
- Upgrade some of the business signs to be modern and in style with others.
- Increase weekend hours for businesses.
- Add signage for side street businesses along Pacific Avenue So people no they are there.

- Add events that center around businesses located on the miracle mile.
- Promote miracle mile businesses beyond the bounds of miracle mile or Stockton (e.g., Manteca, Turlock)
- Utilize existing facade improvement grants and use funding for miracle mile to improve efficiency of funds.
- Create public directory including a map with businesses listed and area to post local events.
- And list full time cleaning services along the miracle mile, including windows, sidewalks, etc.
- Develop turn-key ready business locations for restaurants (up to code, kitchens installed, etc.)
- Attract more culturally diverse businesses.
- Invite international/ specialty businesses.
- Get a fresh bakery to come to the mile.
- Establish a student run business/ business location storefront to encourage students to support.
- Bring in a movie theater to attract visitors.
- Create seasonal promotional discounts during all the seasons.
- Build multi use buildings with restaurants and shops on lower floor and residents above.
- Add better wayfinding for University of the Pacific.
- Add food truck locations at night.
- Close miracle mile for wine tasting event with each business having a tasting.
- Widen the sidewalks throughout the Miracle Mile (Alpine to Harding) to expand outside dining.
- Install uniform metal fencing around all outside dining areas.
- Incentivize businesses that attract visitors (performing arts center, Black Box Theater, Movie Theater, Community Hall)
- Attract additional Retail, Food Service, Merchandising, and commercial uses.
- Negotiate use of existing business signage & billboards
- Create dog-friendly spaces in front of restaurants, including water bowls, poop bags, outdoor seating with dog-friendly welcome signs.
- Limit the number of same businesses on the Mile (e.g., nail salons, barber shops, etc.)

CIVIL IMPROVEMENTS

This subcommittee oversees ideas that are related to traffic calming and street improvements, crosswalks, sidewalks, and parking.

Crosswalks

- Include rapid flashing at key crossing points.
- Incorporate raised crosswalks.
- Add bulb-outs at all intersections for better visibility.
- Enhance paving at crosswalks.
- Include shade structure at crosswalks or bulb outs.
- Include walking bridge.
- Include diagonal/scramble crosswalks.
- Include bollards at corners for enhanced pedestrian safety.

- Include pedestrian refuge islands with landscaping or seating at wide crossings.
- Construct 3D zebra crosswalks at intersections along miracle mile
- Add more enhanced crosswalks.
- Design decorative crosswalks to enhance beautification and improve safety.

Sidewalks

- Create larger sidewalks.
- Redo all sidewalks.
- Include bollards along sidewalks for enhanced pedestrian safety.
- Enhance sidewalk surface between Castle & Harding (pavers or stamped concrete).
- Build out street walls to edge of sidewalk on all vacant commercial lots.
- Install walls around Caldwell park to hold events.
- Widen sidewalks for outdoor dining.
- Construct all new sidewalks.

Parking

- Consider diagonal and parallel parking on Pacific Ave
- Incorporate planters in street parking area.
- Add flex zone for parking, dining, or passenger loading.
- Construct public parking lot at Castle and Pacific
- Redesign city parking lots for comfort, safety and efficiency
- Enhance wayfinding to parking lots at back of buildings.
- Incorporate passenger loading areas and 30-minute parking spots.
- Incorporate accessible parking on Pacific Ave
- Incorporate diagonal Parking in a center median.
- Add street parking in front of post office.
- Add parking meters to generate revenue to cover the cost of maintenance.
- Remove street parking and build parking garage.

Traffic Calming

- Authorize traffic studies for alternatives.
- Narrow lanes on Pacific.
- Introduce gradual traffic funneling to two narrow lanes starting at Alpine completing at Castle.
- Convert select artillery streets into one-way streets.
- Reduce speed limit on Pacific Ave.
- Speed Cameras to enforce speed limit.
- Add speed bumps.
- Add stoplight at Monterey.
- Add more stop signs.
- Add rumble strips at crosswalks.
- Use enhanced road surface (pavers or stamped concrete)
- Create lane shifts to slow traffic.

Road Design

- Convert Pacific Ave into a two-lane or three-lane road from Alpine to Castle
- Convert Pacific Ave into a two-lane road between Castle & Harding
- Convert road surface to permeable paving.
- Include removable or retractable bollards for temporary street closures.
- Create partial road closure on Pacific.
- Create pedestrian area by permanently closing a section of Pacific Ave
- Encourage traffic to divert from Alpine to El Dorado so that miracle mile is not a thruway.
- Convert 1 lane of Pacific Avenue to be used for a trolley system.
- Reduce Pacific Avenue from four lanes to three lanes at Alpine to Castle.
- Transition from four lanes to two lanes along Pacific Avenue by adding more parking.
- Turn specific side streets into one-way lanes with parking to narrow (e.g., Alder, Adams, Dorris, Pine).
- Add medians from Alpine to Castle.
- Add medians along Pacific Avenue to prevent left turns at uncontrolled intersections to discourage turning onto artillery streets.
- Build a roundabout at Regent to help slow traffic and increase ease of flow.

Infrastructure

- Install trash corrals and secured fence areas for dumpsters behind buildings for better garbage management and improved health and safety.
- Install fiber and other technology infrastructure to support businesses.
- Improve drainage on Pacific.
- Construct shared area bathrooms; it is less expensive to build one house bathroom area as opposed to individual bathroom per tenant.
- Street itself needs to be repaved or resurfaced.

COMMUNITY ENGAGEMENT

This subcommittee is dedicated to ensuring all who are invested in the Miracle Mile engage in the decision process – before, during and after the Miracle Mile revitalization project.

- Involve community in all aspects of the project.
- Reach out to students and residents, business owners, and property owners.
- Prepare a plan and consider a Buy-a-brick program for supplementing funding for sidewalks.
- Canvas all businesses by walking to invite to upcoming meetings.
- Ask MMID for an up-to-date list of names and contact information for business owners and property owners.
- Develop a survey for property owners, business owners and residents.
- Create a student survey for both UOP and Delta students.
- Ask Ad Hoc Workgroup to invite peers to join the public meeting to brainstorm on December 6
- Make a flyer to announce the public (include property and business owners) meeting on December 6
- Celebrate neighborhoods surrounding the Miracle Mile District with a banner program.

- Involve residents in the neighborhood adjacent to the Miracle Mile District with help on the University Neighborhood Renaissance Committee
- Establish communication channels within MMID.
- Add a local signboard to have local interests peaked and give a place for people to see upcoming events.
- Encourage music pop ups at various locations along the miracle mile.
- Actively engage homeowners, merchants, property owners and patrons to be included with information sharing and decision making.
- Invite local talent for entertainment.
- Hire an association management firm (like New City America) that will provide ongoing maintenance and help generate revenue year-round.
- "Buy a Christmas tree light" fundraiser, like buy-a-brick, with annual Christmas tree to help fund ongoing projects and create surplus.
- "Buy a brick" fundraiser that includes pets paw prints.
- Identify and partner with nonprofit homeless shelter to support finding temporary or permanent housing for homeless on and near the miracle mile.
- Have mobile entertainment from local artists.
- Establish international parade highlighting diverse community of Stockton with diverse vendors and music.
- University of the Pacific homecoming parade on Pacific Avenue.
- Involve LGBTQIA+ in events and parades.
- Have international artists featured on the mile.
- Add live theater as an attraction.
- Develop a process for the Miracle Mile Improvement District to be able to reinforce and maintain the improvements.

MOBILITY

This subcommittee focuses on ideas specific to bicyclists, pedestrians, transit, and other modes of transportation to and from the Miracle Mile.

- Develop mobility hub (multimodal, bussing/transit access, food trucks, charging station) at empty lot at Castle.
- Add additional bus routes along Miracle Mile.
- Run student shuttles more frequently.
- Add bike lanes along Pacific Avenue.
- Add bike parking along Pacific Avenue or on the side streets near Pacific intersection.
- Leverage and access ($1 million) electric bikes from SJCOG.
- Explicitly improve routes and wayfinding between the different campuses and miracle mile.
- Finish Alpine complete streets program to connect to Pacific Avenue.
- Install highly visible and secure bike parking (bike corrals) to encourage cycling and reduce traffic/need for more parking.
- Add additional bus stops along Pacific Avenue.
- Prohibit skateboarding and bicycling on sidewalks by offering alternative lanes to travel.

PLACE-MAKING

This subcommittee oversees ideas that create opportunities for people to gather (e.g., plazas and events), landscaping (LLMs), signage, and maintaining the historical style of the Miracle Mile.

Space to Congregate

- Develop Tuxedo and Pacific as a plaza for events and farmers markets.
- Create zone for lingering; rather than parking, dinner, leave; create space for people to linger and shop and visit different restaurants; create space for people to slow down and enjoy environment.
- Provide walkways in between medians, Morgan Hill – medians with benches along hills.
- Provide parklets for business or public use.
- Install chess/ checkers tables throughout the miracle mile and at the park.
- Construct stage structure for performances (could be removable) – “Music on the Mile.”

Caldwell Park Improvements

- Provide security fence or wall around recreational park.
- Construct low boundaries/perimeter near rec park.
- Build emergency blue lights around park.
- Redo entire park to better leverage use of park.
- Create walking paths at Caldwell Park.
- Install pickleball courts at Caldwell Park to encourage more activity and community.
- Build a dog park in a portion of Caldwell Park.
- Install two basketball courts at Caldwell park.
- Install safe and accessible gym equipment at Caldwell park for daily use.
- Utilize proposition 68 funding for Caldwell park.
- Create a space for entertainment, live music, events, and seating at Caldwell Park and/ or Tuxedo Court.

Threshold

- Create threshold at transition between classic mile and extended mile.
- Add gateways to recognize historical aspect of Miracle Mile
- Build enhanced signage and lighting feature to make known you are here.
- Build feature in middle of roundabout or median, lights on each corner.
- Statue /feature at Regent or Castle

Atmosphere, Environment, & Senses

- Keep the green and add more.
- Provide landscape that is water wise with minimal maintenance.
- Minimize tree removal.
- Include olfactory sensory experiences.
- Provide enhanced shading on sidewalks and outdoor dining areas.
- Clean up existing trees for improved visibility.
- Replace all trees with preferred tree for consistent look and easy maintenance.

- Enhance and Cleanup landscaping on private property.
- Enhance landscaping in all planters between Castle & Harding
- Increase number of planters on sidewalks
- Replant missing shade trees from Castle to Alpine
- Enhance plantings to create a more desirable destination.
- Place artificial grass as landscaping.
- Plant drought resistant plants along the miracle mile.

Character

- Maintain historic style of the Miracle Mile
- Include Iconic elements honoring the historic nature of the Miracle Mile
- Establish character of Miracle Mile via the creation of a Specific Plan
- Include pavers or stamped concrete on roadway.
- Include pavers or stamped concrete on sidewalk.
- Establish consistent signage and lighting throughout
- Recognize historical Stockton landmarks.
- Install water feature at miracle mile entrance.
- Utilize the Stockton sign from Empire Theater.

Artistic opportunities – incorporate arts community into spaces.

- Establish ongoing public art project.
- Increase the number of arts, murals, sculptures, car shows, photographs that capture the agriculture, past events, and city's cultural diversity.
- Use local artists to decorate utility boxes.

SECURITY & LIGHTING

This subcommittee oversees ideas related to means and methods to monitor the Miracle Mile, and lighting throughout the district.

- Create, increase, and improve lighting to all areas of the mile achieving the dual goals of enhancing safety while increasing the aesthetics.
- Foster a secure dining and retail environment by implementing camera system, license plate scanners, emergency blue boxes, and physical patrols.
- Cease using Pacific Avenue as an emergency route.
- Provide well-lit pathways to all parking lots (public and private)
- Install signage throughout miracle mile to indicate areas are under security camera monitoring.
- Start a safety ambassador program.
- Develop and offer safe ride program.
- Install security film on all windows along miracle mile to protect from shattering.
- Increase lighting in all public parking lots.
- Install string lights along the miracle mile, crossing the street and in front of businesses.
- Add lighting around Caldwell park and Alpine to Castle.

- Add lighting to all under lit areas.
- Establish walking patrols or bike patrols.
- Extend UOP security to include Pacific Avenue where students frequent.
- Have a 24/ 7 private patrol monitoring the miracle mile, funded by businesses.
- Install uniform pull down/ security gates with art murals (done by local artists featuring Mile history, inspiration, positivity, agriculture, etc.) to improve safety of businesses and prevent broken glass.
- MMID sponsor cameras and security at night.
- Enhance sidewalk lighting.

APPENDIX C: AD HOC WORKGROUP CHARTER

Background	The area known as Miracle Mile is located in the center of the City of Stockton in San Joaquin County, California. Miracle Mile runs from the south side of the Calaveras River at Pacific Avenue extending to Harding Way and Harding Way from El Dorado Street to Lincoln Street. It includes commercial, residential, educational, and recreational land uses. The original idea of Miracle Mile in Stockton was developed by Joe Plecarpo in the early 1920s, who modeled it after the one on Wilshire Street in Los Angeles. Alongside the commercial growth, residential growth also developed, helping the area gain a reputation of growing prominence and prestige. The Miracle Mile is known for being a pedestrian-friendly shopping district with a wide variety of specialty shops and services. AB 179 (2022) granted $20,000,000 to the City of Stockton for pedestrian crossing upgrades, public safety improvements, and revitalization at the Miracle Mile. An Ad Hoc Workgroup comprised of members of the community and Assembly member Carlos Villapudua's office are to provide recommendations to the City of Stockton on how to best achieve the safety and revitalization goals.
Purpose	The purpose of the Ad Hoc Workgroup is to provide direction to the City of Stockton on how to transform the Miracle Mile into a safe, vibrant, and economically robust business district that will be a premier Central Valley destination for residents, visitors, students, and new business enterprises.
Goals	1. Learn the fundamentals and principles from experts chosen by the consulting group on urban planning, design, land use, and economic growth to ensure members are educated on the best data driven practices and methods. Urban planning methods for economic growth in developing safety improvement. 2. Solicit recommendations from members of the community at large to provide the City of Stockton with multiple perspectives to inform the design of safety improvements along Stockton's Miracle Mile using best data driven fundamentals and principles provided by chosen experts. 3. Identify potential upgrades to pedestrian crossings and other safety features that render the Miracle Mile more inviting and more accessible using best data driven fundamentals and principles provided by chosen experts.

	4. Identify means and methods to improve pedestrian and cyclist safety on the Miracle Mile and encourage the public to frequent the area and its businesses using best data driven fundamentals and principles provided by chosen experts. 5. Make Miracle Mile pedestrian crossing improvement recommendations to the City of Stockton using best data driven fundamentals and principles provided by chosen experts to expend the awarded $20,000,000 on pedestrian crossing upgrades, public safety improvements, and revitalization improvements by January 1, 2028.
Member Selection	Applications for Ad Hoc members will be posted online at the Caltrans District 10 website. The Ad Hoc Workgroup will provide an open avenue of communication for all interested members of the public to have their perspectives considered. Interested parties will be invited to apply to be considered for selection to create a workgroup that represents the community at large and includes the office of the local Assemblymember. The Ad Hoc Workgroup should include: 1. Assemblymember representing Miracle Mile or designee. 2. At least two residents of the Miracle Mile area (within 5 miles). 3. At least one commercial property owner with no business on the Miracle Mile. 4. At least one business owner with property on the Miracle Mile and member of Miracle Mile Improvement District. 5. At least one business owner with no property on the Miracle Mile and member of Miracle Mile Improvement District. 6. At least one Miracle Mile business owner who is not part of the Miracle Mile Improvement District. 7. At least one University of the Pacific representative (could be a student). 8. At least one Delta College representative. 9. At least one local Farmers' Market representative. 10. At least one Stockton Chamber of Commerce representative. 11. At least one Central Valley Asian-American Chamber of Commerce representative. 12. At least one developer.

	13. At least one representative from local clubs (Rotary Club, Lion's Club). 14. At least one architect, civil engineer, traffic engineer, or land use and urban planner. 15. At least one cyclist that commutes to the Miracle Mile.
Roles and Responsibilities	Caltrans is responsible for convening the Ad Hoc Workgroup. Caltrans is also the agency responsible to process a Funds Transfer Agreement to transfer the funds from the State to the City of Stockton. The roles and responsibilities of Ad Hoc Workgroup members are as follows: • Serve as a member of the Miracle Mile Ad Hoc Workgroup to advance the collective purpose and goals of the Miracle Mile Ad Hoc Workgroup as outlined in this charter. • Attend and participate actively in group meetings. • Volunteer to serve on subcommittees and engage in follow up actions from meetings as needed. • Participate in subcommittee meetings outside of regularly scheduled meetings as necessary to complete specific tasks and share progress with the group as a whole. • Complete follow-up actions by any agreed upon deadlines. • Gather, exchange, and disseminate information to agencies, associations, or user groups one represents. The Ad Hoc Workgroup will select Co-Chairs from its membership for the duration of the Ad Hoc Workgroup. Responsibilities include administering and hosting public meetings and drafting public meeting agendas with input from members.
Reporting Structure	The Miracle Mile Ad Hoc Workgroup will provide direction directly to the Stockton City Manager's office based on data driven fundamentals, principles, and practices on how to best use state funding in the amount of $20,000,000 to implement projects specifically designed for pedestrian safety improvement, pedestrian crossing upgrades, and other safety improvements designed to improve pedestrian, bicycle, roadway and overall safety, revitalization, and economic growth along the Miracle Mile. Ad Hoc Workgroup public meetings will be advertised using social media, email, and websites. Ad Hoc agendas will be circulated on email and the internet at least 10 days prior to meetings.

Meeting Frequency	Workgroup meetings will occur every 2 weeks. Members will report progress during the next public meeting. Subcommittees meetings may occur as needed. Meetings will be held in person and in the evenings unless another time is agreed upon by the Ad Hoc Workgroup.
Meeting Protocol	General Public: Each public meeting will include a public comment period. Two minutes will be the maximum amount of time for each member of the public to give comment. Missed Meetings: Ad Hoc Workgroup members may miss up to three meetings and must notify the facilitators at least 24 hours in advance of the absence. If a member misses three meetings, an alternate can be appointed.
Subcommittees	Subcommittees will be established by the Ad Hoc Workgroup if or when discussion of an item results in need for further work outside of regular workgroup meetings. Subcommittees will include at least three Ad Hoc Workgroup members, one of whom must be willing to serve as the subcommittee chair. The subcommittee chair should develop a timeline for meetings and follow up, including when findings will be required to report back to the Ad Hoc Workgroup with assistance from Caltrans.
Tenure	The Ad Hoc Workgroup will remain active through the duration of the project until construction is completed by January 1, 2028. The City of Stockton will share quarterly progress updates with the Workgroup.
Decision Process	Decisions will be discussed with the aim of reaching consensus between Ad Hoc members. In the event consensus cannot be reached, a vote of 50 percent of the group plus one will be required to submit any recommendation. A quorum consisting of a majority of currently assembled Ad Hoc members at a meeting is needed to vote. Dissenting opinions and recommendations will be captured in the meeting minutes. If quorum is not reached, public comments will be received and recorded in the meeting minutes and shared with Ad Hoc members when appropriate.
Amendments	This charter can be reviewed, evaluated, and adjusted as needed by consensus or vote by the Ad Hoc Workgroup.