SAN JUAN BAUTISTA ACTIVE TRANSPORTATION PLAN
EXISTING CONDITIONS SUMMARY

CONTENTS

ABOUT SAN JUAN BAUTISTA

Established in 1869, the City of San Juan Bautista is known as the City of History. But San Juan Bautista's history goes much further back – back to the period of Mexican independence in 1821, back further to the Spanish missionary (the city founded for the Mission San Juan Bautista) in the late 1700's, but back significantly further as home to the Amah Mutsun tribe for many generations, prior to the arrival of Europeans.

Key Data for San Juan Bautista	
Population	2089
Density	2680.25/square mile
Growth Rate	6.24%
Demographic Data	
White:	36.30%
Hispanic/Latino:	53.60%
Black:	0.20%
Asian:	4.30%
American Indian:	0.50%
Walk Score	63
Bike Score	35

This rich history is literally written into the soil which rests upon the San Andreas Fault with the Alquist Priolo Fault Zone running southeast to northwest along the city's edge, tracing the route of the De Anza Trail. This history is not just the city's story, but the community identity, and the reason San Juan Bautista is such a popular tourist destination for those wishing to experience a living history, to shop and dine along the magnificent 3rd Street commercial corridor, or explore hiking and biking opportunities found beyond the DeAnza Trail head just south of the city.

The development of this Active Transportation and Community Connectivity Plan will build upon these and other key community assets to help the community continue to prosper as both a small town and a regional destination, while reducing the need and impact of automobile travel within the core of the city.

Conditions in San Juan Bautista are ideal for bicycling and walking, with the total land area of town less than a square mile, making it possible to access any part of the community with a short walk or bicycle ride. Additionally, the community is in close proximity to numerous open space opportunities and only 10 miles from the city of Hollister, making a commute by bicycle doable in under an hour if safe and convenient facilities were in place.

DISCOVERY TOUR

In March 2022, shortly after kicking off the project, the CivicWell and Blue Zones project team conducted three days of walking and windshield audits, and facilitated initial stakeholder conversations with city staff with the aim of developing an understanding of the current conditions in and around San Juan Bautista as well as kicking of the Project Advisory Group who will help to shape the process, including multi-day community engagement schedule for June 2022.

Left: Existing Conditions Audit Team, San Juan Bautista, March 2022

The Discovery tour provides a hands-on working understanding of the community and conditions that supplement the data collection and assessment of current plans and policies. This includes a full list of Discovery tour activities and meetings found in Appendix XX. The following is a summary of the existing conditions based on the Discovery tour and field review efforts. A summary of challenges and opportunities offer some focus areas for community engagement and the development of strategies and recommendations for the final plan.

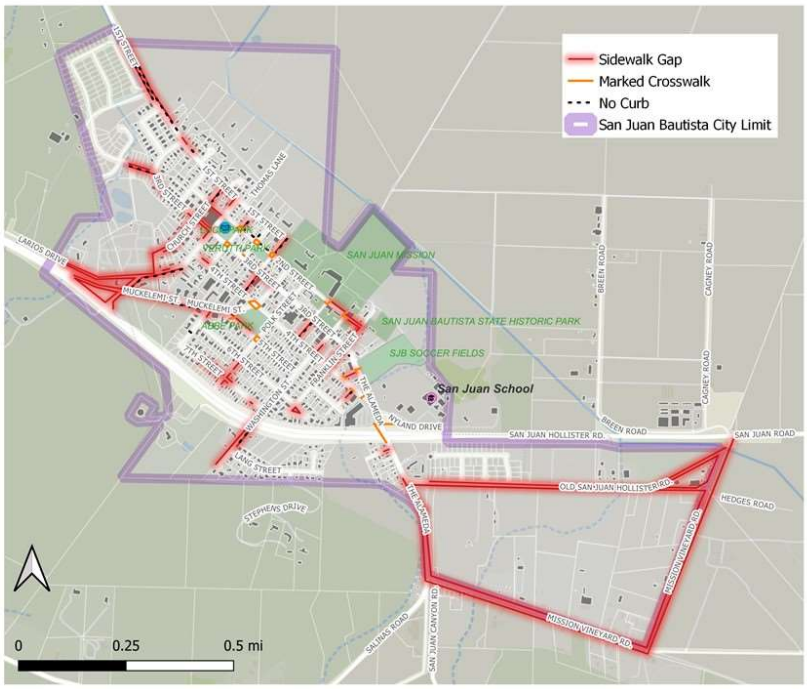
EXISTING CONDITIONS

Pedestrian Environment

The core of the city is quite walkable despite some sidewalk gaps and a few locations where the age and condition of walkways can be challenging, especially for users with accessibility needs, including children, the elderly and disabled populations. Despite a few locations where walking space is constrained or difficult intersection crossings, the walking environment benefits from the relatively low speeds and travel volumes along the city's original grid network. Some newer development includes streets with a more vehicular design focus, which could be addressed though updated street design guidance.

Above: Existing Conditions Audit, San Juan Bautista, March 2022

The largest challenge for walking is connecting from the core of downtown to destinations south of SR 156, which is a high speed, high volume (37,000 AADT) trunk highway connecting US 101 to Hollister. The San Benito Council of Governments is currently in the process of implementing a corridor project that has been in development over the past decade to build a new four lane section that will include a bicycle connection from Hollister to San Juan Bautista, but may not go far enough in addressing the challenges for active transportation users crossing, especially at The Alameda intersection.

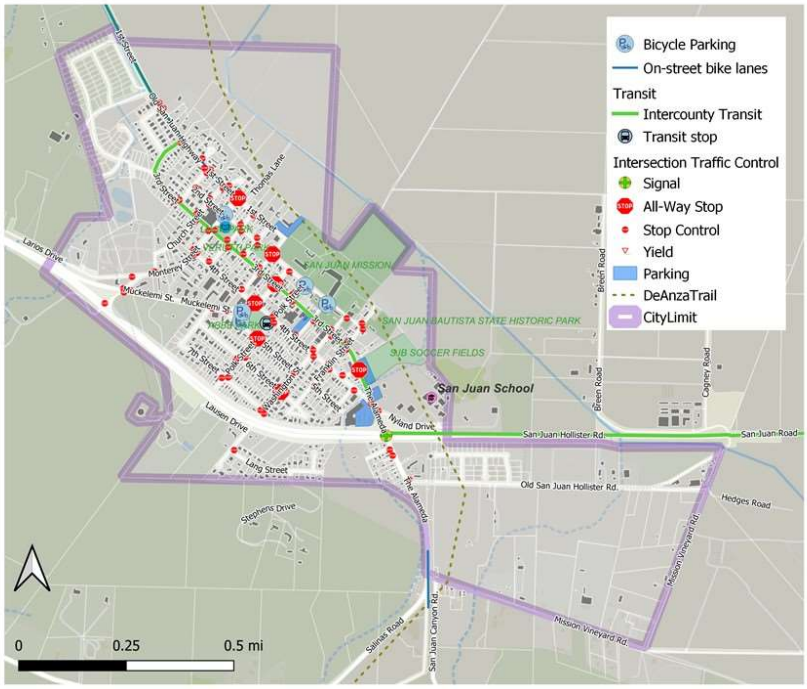


Existing Marked Crossings and Sidewalk Gaps

BICYCLING IN SAN JUAN BAUTISTA

San Juan Bautista currently lacks a defined network for bicycling, but there has been development of bicycle lanes (as identified in the 2009 San Benito County Bike and Pedestrian Master Plan) connecting the city to Anzar High School along First Street/San Juan Hwy, and the soon-to-be-implemented bike lanes along SR 156.

These existing and planned facilities will provide opportunity for the more confident and experienced cyclists, but may not offer the level of comfort and safety for the more casual bicycle user.
San Juan Bautista is not unlike many communities that have achieved success in attracting experienced cyclists to bicycle for transportation and recreation. The emerging challenge is creating a system that can encourage the more casual or less confident cyclist to bicycle more, especially in making short trips in lieu of driving a car.



Existing Bicycle Facilities and Traffic Operations

Four Types of Cyclists

Research that emerged from work initiated by Roger Gellar at the city of Portland, OR, and substantiated by published studies from Portland State University shows that people can be grouped into four basic categories based on their attitudes and perceptions about cycling[1].

- *Strong and Fearless:* This group reflects the most confident of cyclists who are likely not deterred by roadway conditions and will bicycle for the sake of bicycling. This type of cyclists will use dedicated facilities but is motivated by cycling the shortest distance from point A to point B without little concern about vehicle conflict. This type of cyclist is anywhere from less than 1-4% of the population and has needs that are significantly different than most bicyclists.

- *Enthused & Confident:* People in this category are generally experienced and comfortable sharing the roadway with vehicles although they have a preference for dedicated facilities and will even travel short distances out of the way for better bikeways. These cyclists represent anywhere from 5-9% of the population and will be motivated by basic bicycle infrastructure including minimum bikeway lanes, neighborhood and low-speed streets, shoulders and roadside trails, but will prefer bikeways that provide separation from higher speed (buffers) or off-street where provided.

- [1] Jennifer Dill and Nathan McNeil, "Four Types of Cyclists? Examination of Typology for Better Understanding of Bicycling Behavior and Potential," Transportation Research Record: Journal of the Transportation Research Board, 2387: 129-138, 2013.

- *Interested but Concerned:* This group reflects the largest segment of the population (anywhere from 50-60%). This group includes people who see bicycling as an enjoyable activity but do not necessarily identify themselves as cyclists. The key barrier for this group is the perception of comfort and safety for cycling, and one bad experience can deter them from choosing cycling as a routine part of their travel. The key focus for this group is lower stress experiences, preferring slow neighborhood streets, trails and greenways, and fully separated space when vehicle speeds or volumes exceed moderate levels. Building a network that meets the needs of this group will result in a system that makes cycling accessible to the full community.

- *No Way No How – "Not Able or Interested":* This last group comprises roughly a third of the population (anywhere from 30-37%) of folks who are either not interested in bicycling or for various reasons not physically capable. It is easy to dismiss this group as not relevant to the cycling conversation, but all voices matter and the cycling network needs to consider the needs of users and non-users alike, as public infrastructure impacts everyone. An important factor to consider, the Dill research (surveying) identified a small segment of people who self-identified as "No way no how", but at the same time frequent bicyclists. The study discounts this, but perhaps we should consider groups who currently bicycle because they have no other means. Improving the comfort, safety and dignity of cycling may change the attitude of some "No way no how" folks and bump them to the interested and concerned.

Image courtesy of Jennifer Dill, Portland State University

The *Active Transportation and Community Connectivity Plan* will focus on development of a network based on this framework and creation of a system that can serve the interested but concerned group that will likely result in the greatest increase in cycling opportunity for residents and visitors alike.

Multimodal Focus

This plan is not just about bicycling and walking, it is about community mobility and increasing access to transportation options, including transit. The Intercounty Transit Route currently serves downtown at Abbe Park and Anzar High School north of the city, providing daily connections to Hollister to the east and Gavilan College in Gilroy to the north. The future of transit and ability to expand viable service will be predicated on good quality bicycle and pedestrian connections to the system to serve the first and last mile trip needs.

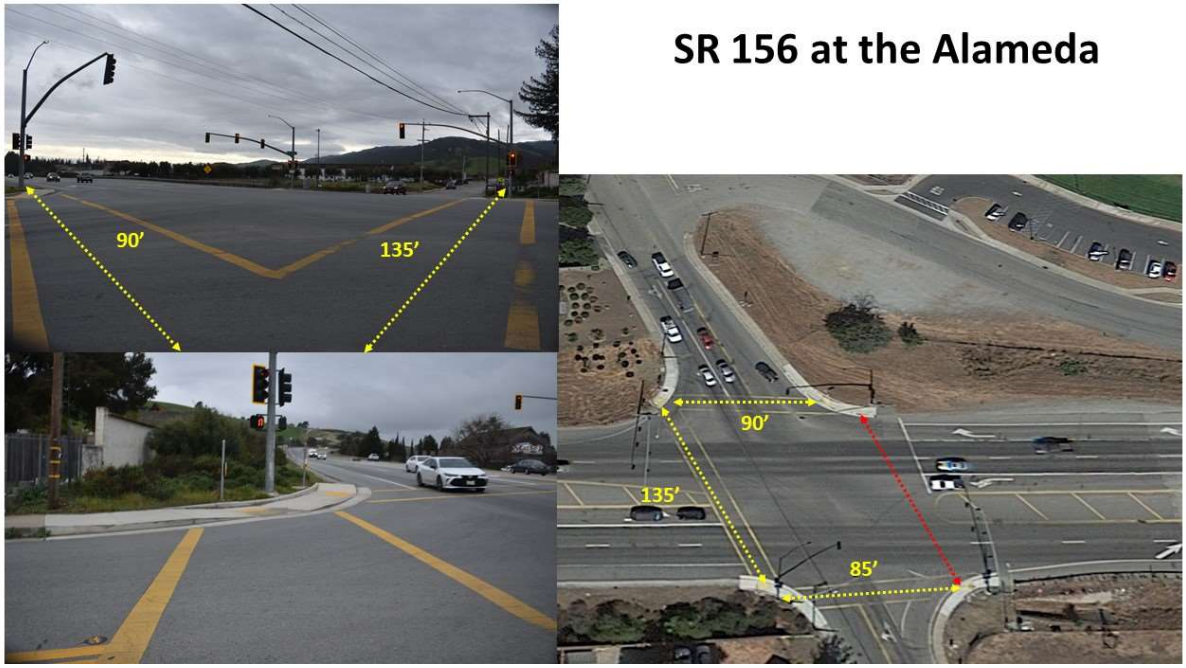
Above: Quality bicycle and pedestrian connections to the transit system are required to serve first and last mile trip needs

CHALLENGES AND OPPORTUNITIES FOR ACTIVE TRANSPORTATION

SR 156 at The Alameda

SR 156 divides San Juan Bautista separating the residents to the south from downtown and making it less likely for people to access the De Anza Trail head without a car. The current proposal to extend the four-lane cross section from The Alameda to Hollister, while adding bicycle facilities along the corridor, will not improve north-south access for bicycling and walking at this intersection.

The current conditions, with wide curb radii, five lanes, and paved median result in a significantly long crossing distance for the west leg crosswalk (crossing is prohibited on the east leg). The extremely wide curb radii designed to accommodate higher speed turning movements and truck traffic greatly extend the distance to cross The Alameda, which is curb-to-curb 48' on the north side and 40' on the south, and has 90' and 85' crossing distances respectively. These extreme crossing distances further add to traffic congestion at the signal by requiring significant added time to signal phases when actuated for crossing to account for the clearance interval (flashing don't walk phase) needed to cover these distances (at a rate of 3.5'/second).



A number of design alterations could shorten crossings, while reducing travel speed for turning vehicles and still accommodating truck turning movements, such as raised refuge medians, porkchop islands inside the turning lanes and tightening of actual curb radii by designing for effective radii (the turning space needed based on using the second lane to complete right turns from The Alameda onto SR 156 and vice versa).

Muckelemi Street at 4th Street

Muckelemi Street provides access into town (and a bypass through town) from 156 on the western edge of the city near US 101. The street is two lanes, but over 60' wide for much of the section from Monterey Street to the 4th Street intersection. Just west of the intersection this ample street width allows for angle parking for the office uses and Abbe Park. At 4th Street, this width and the wide sweeping curb radius on the south curb result in a distance of 92 feet to cross Muckelemi Street on 4th. Additionally, the sweeping curb radius may increase the likelihood that vehicles roll through or disregard the 4-way stop as they make right turns onto 4th Street from Muckelemi Street.

Tightening the curb radius and even considering curb extensions can calm traffic at this location while greatly improving the safety and convenience of crossing Muckelemi Street. Additionally reducing the travel lane width to 11 or even 10 feet on Muckelemi can traffic calm the roadway and allow for space to be reallocated to bicycle lanes and or added pedestrian space (wider sidewalks and buffers).

4th Street at The Alameda

The intersection of 4th Street and The Alameda is a gateway from SR 156 into downtown San Juan Bautista. The current width of The Alameda (48') and the angle that 4th Street approaches create some challenging conditions for bicycles and pedestrians at a key crossing point. Based on recommendations from the *2009 San Benito Bikeway and Pedestrian Master Plan*, high visibility crosswalks have been installed at two crossings at the intersection and an additional direct crossing at mid-block on 4th just north of the intersection, creating a direct crossing route (with AM and PM crossing guard) for school children coming down 4th Street and crossing both 4th and The Alameda to walk south to Nyland Drive and the San Juan School.

The width of the streets at the intersection creates long crossing distances (48' across The Alameda and 66' to cross 4th street along The Alameda). Additionally the sidewalks on The Alameda are 4' curb adjacent on the southwest side of the intersection (connecting to the San Juan School) and the northwest side (heading to downtown on 3rd Street).

This intersection could be re-imagined as a more prominent gateway feature with bulb-outs and or median islands to both slow traffic and decrease crossing distances, or perhaps a roundabout as a key traffic calming gateway feature. Considerations at this location should focus on improving the safety and convenience of crossings while providing a clear indication that motorists are entering the city and travel speed should be appropriately slow for the changing conditions.

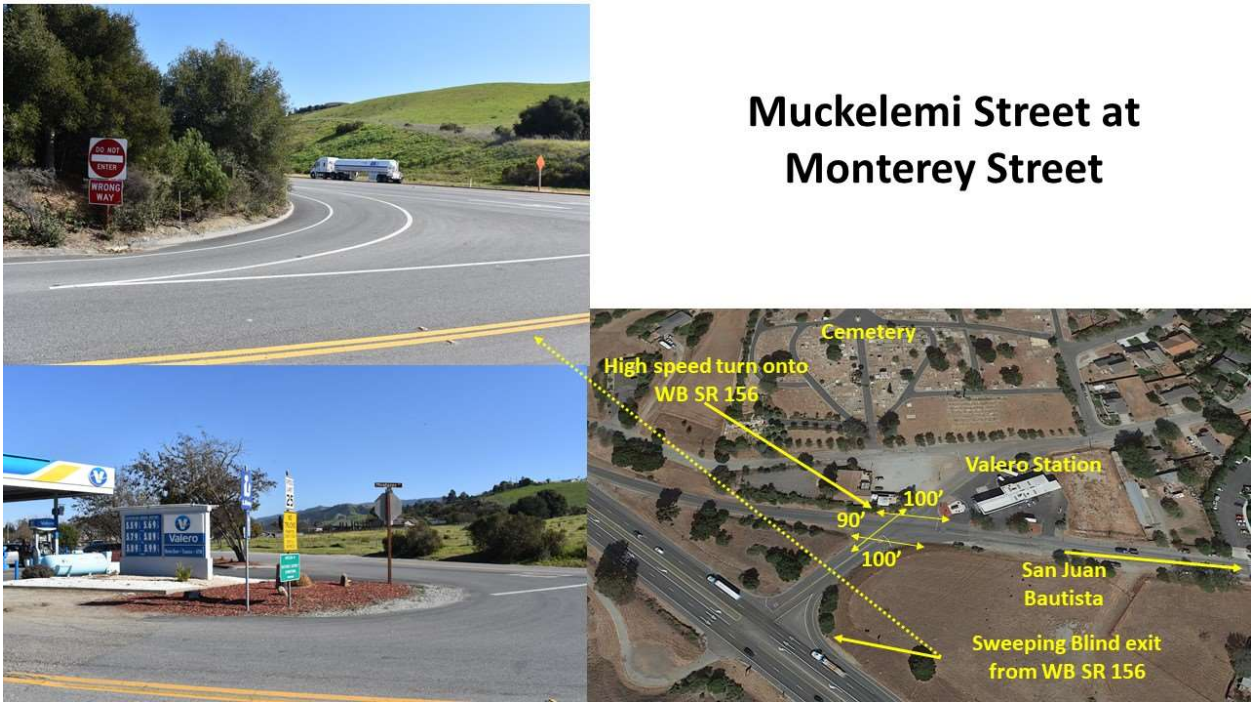
3rd Street Temporary Measures

Perhaps the silver lining of coping with the recent Pandemic, beginning in early 2020, is the quick adaptation of 3rd Street in downtown to accommodate better space for the numerous small shops and restaurants to remain viable. The transition of this street from a two-way main street to a one-way (northbound only) single lane street with café parklets and a posted 5 mph speed limit has opened eyes to the many possibilities of reimagining a downtown San Juan Bautista designed for people and activity instead of traffic.

All of these uses are temporary and the permitting has been renewed on an interim basis, making this the perfect time to evaluate how the new configuration is working and identify things to improve, including managing outdoor space activation with the important historical character of the street. Long-term, there is a need to re-develop standards and consider how permanent changes can be implemented based on the success of the temporary measures.

Muckelemi Street at Monterey Street (entrance exit to SR 156)

Muckelemi and Monterey Streets provide direct access to and from SR 156 on the western edge of the city near US 101. The angle of the intersection and large sweeping curb radii result in an intersection that is more than 90' wide on three of the legs. This location is a second gateway into San Juan Bautista where it is important to transition motorists from high-speed travel to slow, neighborhood-appropriate travel speeds as they continue down Muckelemi Street into the heart of the city.



There has been discussion and planning for a possible roundabout at this location that could provide a more context-appropriate transition from the highway into town. The ongoing SR 156 Multi-modal project is developing recommendations that will possibly address some of these issues, but there may be opportunities to consider some stronger traffic calming measures to make this section of Muckelemi more inviting for bicycling and walking.

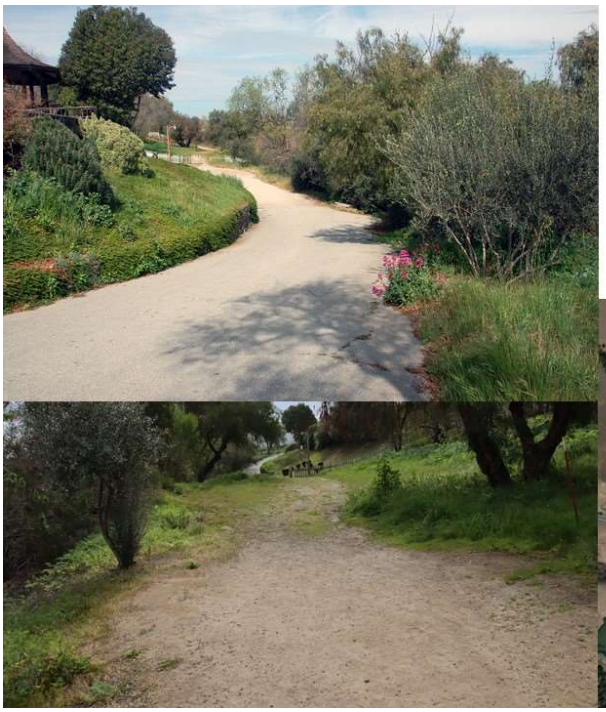
First Street Bicycle Lanes

Based on recommendations from the *2009 San Benito Bikeway and Pedestrian Master Plan*, shoulder bicycle lanes have been installed along First Street from downtown, extending north out of the city on the San Juan Hwy which connects to Anzar High School and US 101. These are class III facilities (striped bicycle lanes) that provide space for bicyclists along the busy roadway. The current facilities serve experienced and confident riders fairly well, but do not provide the safety and separation to attract the "interested but concerned" cyclists.

Implementing a fully separated bicycle facility, or side-path along San Juan Hwy. would greatly improve conditions for a wider range of cyclists and likely increase the attractiveness for high school students commuting along the route.

De Anza Trail at San Juan Bautista Mission

Perhaps one of the most significant opportunities for active transportation in San Juan Bautista can be seized through the restoration of the El Camino-Real Trail running from southwest to northeast through the city following the fault line. Currently the section of trail running from the end of Franklin Street just south of the Mission to El Camino Real to the north is popular with local hikers and bikers, despite not being an official trail.



The State Park has significant interest in developing the trail, including an alignment south of Franklin Street where State owned property could connect the trail to the school and playing fields to the south. There is a vision for a cultural trail that can tell the complete story of San Juan Bautista from the geology of the fault line, presence of native features and artefacts, to the Mission San Juan Bautista and founding of the city itself. The alignment provides an amazing opportunity to restore pieces of the original DeAnza Trail that could be connected to the trail head south of the city and to the San Benito River Trail to the north, while creating a regionally significant active transportation facility.

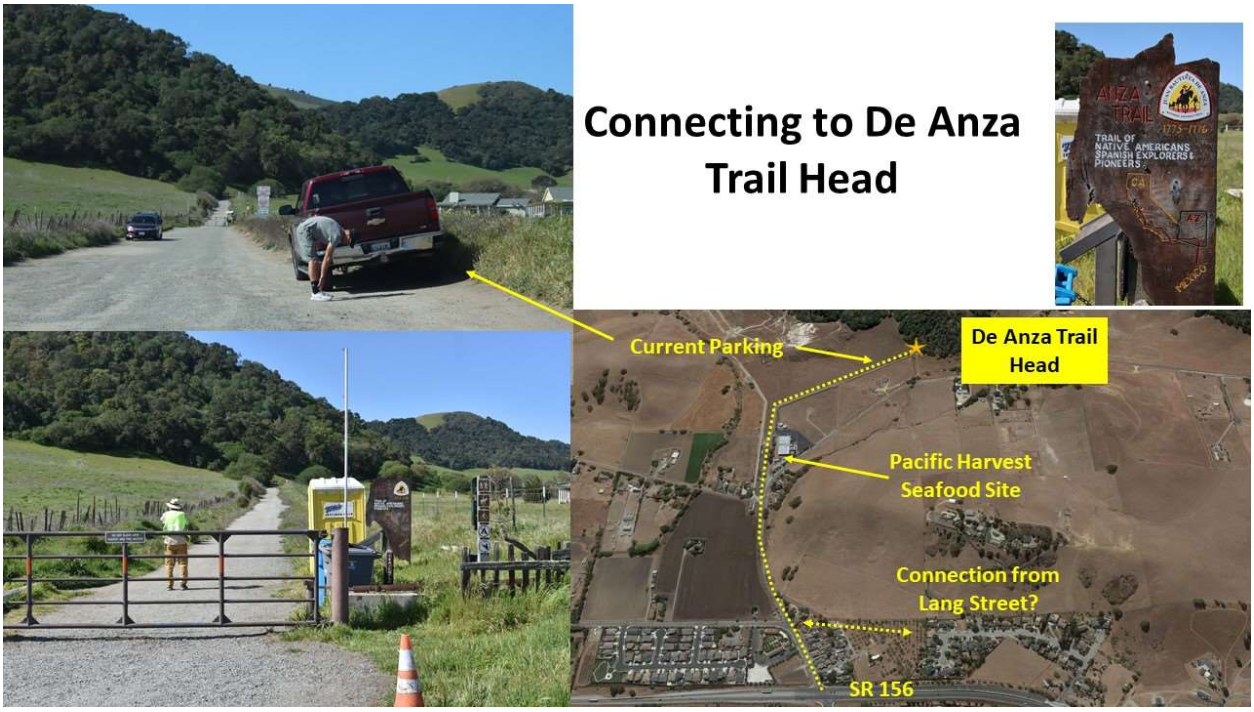
Washington Street Underpass

Connecting San Juan Bautista across SR 156 is one of the more significant challenges of completing a robust active transportation network. Currently the Washington Street underpass is the only grade separated connection between the north and south of the highway. Unfortunately, there are no connections beyond the immediate neighborhood and the city's water tower up the hill on Lausen Drive. There are two bridges (one for each direction of travel on SR 156) with narrow width that varies from a 23' curb-to-curb width (the box tunnel with 4' sidewalk on the east side) on the north bridge and 34' curb-to-curb width on the wider south bridge.

Improvements could be made to better accommodate the shared space for the few motor vehicles using this route to share with bicycles and pedestrians, including making the bridge a one-lane, two-way yield for motorists, with remaining space allocated to a shared-use path. Further, there is the possibility of creating a new active transportation network connection to The Alameda from the end of Lang Street (which is not currently connected from the segment just south of SR 156 off The Alameda and the segment connecting to Washington Street. Connecting the street for vehicles may result in increased traffic using the constrained Washington Street underpass to avoid the intersection of SR 156 and The Alameda.

Connecting to the DeAnza Trail Head

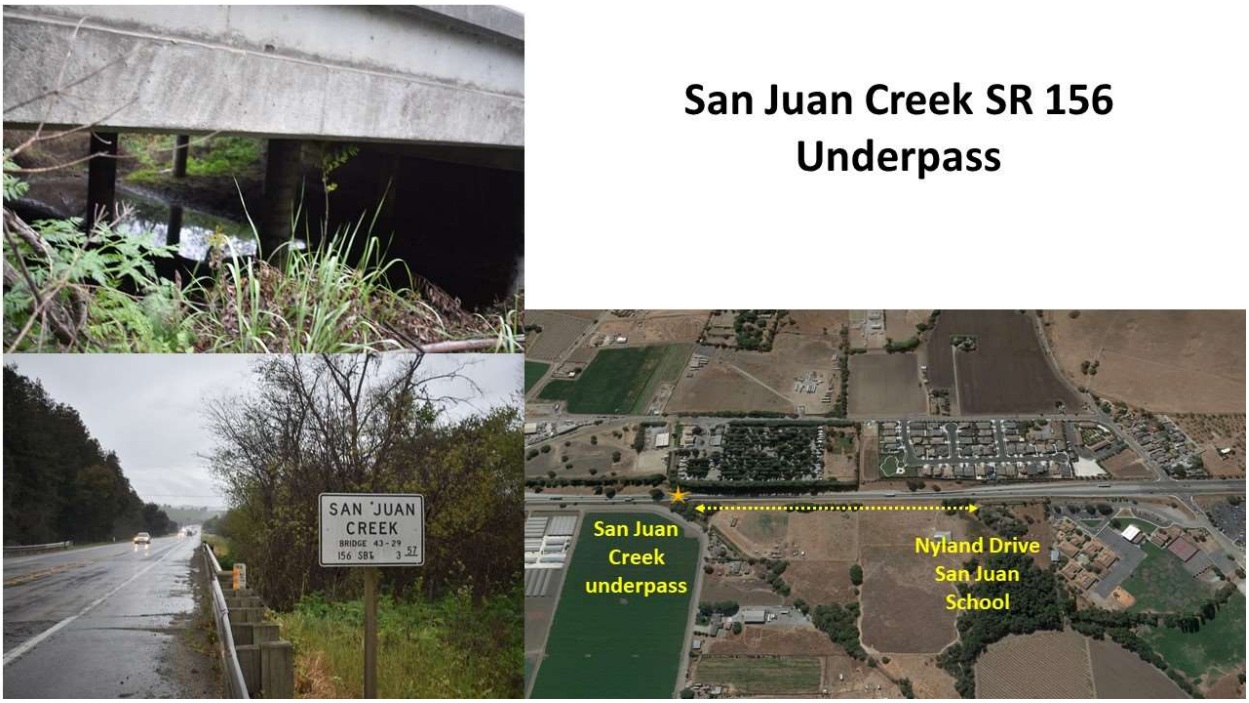
Just less than a mile south of the intersection of The Alameda and SR 156 along the Old Stage Coach Road is the De Anza Trail Head, a popular facility for people looking for a day hike or bike ride. Currently, there is not a comfortable route for bicyclists and pedestrians to access the trail head from the city and most users arrive by car and park along the driveway leading to the trail head. More recently, due to the isolation of this location, a number of cars have been broken into at this location, leading to the installation of security cameras to deter this activity.



Long term it would be ideal to develop a multi-modal transfer facility near the intersection of The Alameda and SR 156 that could provide parking and staging for trail users and possibly connect with the Intercounty Transit line (serving both as transit access to the trail and possible park and ride for commuters). The Old Stage Coach Road could be formally closed to vehicular traffic moving the trail head closer to the Pacific Harvest Seafood site at the intersection of Mission Vineyard and Salinas Roads.

SR 156 San Juan Creek Bridge (Nyland Drive connection to Breen Rd.)

As the SR 156 projects adds a bicycle facility connecting San Juan Bautista to Hollister along the SR 156 corridor an additional crossing opportunity exists with exploration of the bridge crossing San Juan Creek just south of Breen Road (northwest of the Mission Farm RV Park). The bridge spans 75' in length with ~10' height over the San Juan Creek below. Improvements to this site coupled with a connection to Nyland Drive and new bike lanes along SR 156 at this location could establish a second active transportation access point from downtown San Juan Bautista and the San Juan School to newer residences south of SR 156.



Long-term, this connection could be a key segment for an extension of the existing De Anza Trail to the south with the proposed Cultural Trail that would run southwest-northeast along the city of San Juan Bautista.

LITERATURE REVIEW

Summary of available plans, policies and documents relevant to the plan process

The following is a brief description of key documents that were reviewed by the project team for purposes of identifying plans, policies and practices that influence, overlap or inform the project study process. The summary includes documents identified by the project team and the City of San Juan Bautista that are most relevant to our efforts. The documents have been organized by type based on the following scheme:

- Planning Documents
- Design Guides and Resources
- Supplementary Maps and Data

The documents are summarized below.

PLANNING DOCUMENTS

City of San Juan Bautista 2015-2019 Housing Element Public Review Draft, 2019

Description

This document focuses on the City's natural and historic features, water and sanitary sewer, housing programs and limited funds, and maintaining the community character. Little connection to active transportation.

Key Takeaways

- The City's **General Plan**, establishes a goal for the City to grow as a **compact, unified city**, maintaining clear definition between rural and urban uses. The General Plan consists of a number of chapters/ elements that address both the State-mandated planning issues plus optional subjects that are of particular concern to the City.
- **Proposition 1C: Housing and Emergency Shelter Trust Fund Act of 2006** - Due to the State's budget deficit, only limited State funds have been available for affordable housing activities. However, California voters in 2006 approved a $2.9 billion bond (Proposition 1c) to address the State's affordable housing challenges. According to the Department of Housing and Community Development (HCD), the housing bond will establish funding for housing and infrastructure programs to produce an estimated 118,000 housing units, 2,350 homeless shelter spaces, and infrastructure projects that help infill housing development such as water, sewer, parks, and **transportation improvements.** > Transit Oriented Development and Infrastructure and Parks.

Link

https://cms6.revize.com/revize/sanjuanbautistaca/document_center/Planning/Complete_2015_2019%20HE_Draft%20July%20Revisions_with%20HCD%20comments.pdf

City of San Juan Bautista 2035 General Plan, 2015

Description

The City of San Juan Bautista 2035 General Plan consist of 11 elements: land use, circulation (transportation related), housing, conservation, open space, noise, safety, economic development, public facilities, historic preservation, and health. The Plan also has four alternative growth scenarios: business as usual, clustered, dynamic, and preferred growth. The preferred growth alternative goal is to attain a more walkable and bikeable community.

The City of San Juan Bautista has a good policy framework for active transportation/ complete streets and it is now a matter of finding funding resources/ financing and having the staff to implement such projects. Given the spillover of employees from Silicon Valley, San Jose and the San Francisco area looking for more affordable prices, San Juan Bautista has an opportunity to attract investment that could potentially help in funding active transportation projects, however, this needs to be done carefully to maintain the character.

Key Takeaways

- **The Circulation Element** is mandatory in the General Plan according to Government Code §6530. A balanced multi-modal system encourages compact land use, efficiency of access, commercial development, and increased physical activity. This Element describes the City's transportation system and circulation network and provides an inventory of existing roadway and infrastructure conditions. In addition, this Element addresses emerging directions relating to future transportation trends in the City:
    - One of the key challenges in San Juan Bautista is **overcoming auto-dependency**. Many of the residents commute outside of the City for work, and there are limited transit options.
    - State Route (SR) 156 is an important route, delivering tourists and providing regional connectivity for residents and service deliveries. As a result, there are **concerns of noise, widening, and pedestrian/bicycle safety** at the intersection of The Alameda and SR 156.
    - Within the City, sidewalk conditions are relatively poor and lack connectivity.
    - Bicycle infrastructure improvements are also needed to contribute to "complete street" treatments along major arterials.
    - The City is required to comply with **the California Complete Streets Act AB 1358**. Therefore, The Alameda, 1st Street, 2nd Street, 3rd Street, 4th Street, Monterey Street, Lang Street, Muckelemi Street, San Juan Canyon Road, San Juan Highway, San Juan Hollister Road, and Washington Street are recommended to be converted to complete streets with improved sidewalk connectivity and bicycle infrastructure.

  - The main goals of the Preferred Growth Scenario are to **prioritize non-motorized transportation** within the City and to provide improved public transit service for inter-city travel.
  - Development of **walking and biking trails** will improve the connection of the City on both sides of SR 156. However, the needs of automobiles will still be accommodated with features such as roundabouts, which **improve the safety and efficiency of intersections.**
- **The Open Space Element:** The Original El Camino Real Road and the path next to Old Mission San Juan Bautista provide a **short trail network** within the City.
  - In the Preferred Growth Scenario, there is emphasis on additional park and open space south of the City and a **linear park** including multi-use paths connecting the City to the Juan Bautista de Anza National Historic Trail.
  - The major sources of noise are truck traffic on State Route 156 and motorcycle and vehicle noise on The Alameda/3rd Street.
- **The Health Element** identifies measures of physical and mental wellness in San Juan Bautista. This Element addresses adequate access to recreation and open space, healthy foods, medical services, public transit and **safe active transportation,** quality housing, economic opportunities, safe neighborhoods and public spaces, and environmental quality.
  - A proportion of San Juan Bautista residents suffer from chronic diseases such as diabetes, congestive heart failure, asthma, emphysema, chronic obstructive pulmonary disease, and bronchitis.
  - The Preferred Growth Scenario has many effects on, and implications for, community health. Proposed changes to land use, complete streets, housing development, and the improvement of recreational amenities provide opportunities for active living, higher accessibility to social gathering areas, and making use of San Juan Bautista's walkable size. These changes will improve environmental health and elevate the quality of life of residents.
- **The Preferred Growth Scenario:** The goals of the Preferred Growth Scenario are: to attain a vibrant, walkable, and attractive downtown; to maintain the City's Historic nature; to provide an adequate supply of housing; and to increase the number of jobs within the City. The Preferred Growth Scenario focuses on:
  - Medium-density housing in the 3rd Street extension area
  - Mixed-use commercial and retail development in the Muckelemi Street Corridor
  - Infill commercial and residential development in the Historic Downtown
  - Light-industrial and commercial development south of SR 156
- Transportation improvements in the Preferred Growth Scenario include an expansion of bicycle and pedestrian facilities, a linear park and multi-use path, and roundabouts at several key intersections.
- The Sphere of Influence includes all lands that may eventually be annexed by the City. It is used by the San Benito County Local Agency Formation Commission (LAFCO) to evaluate the **City's annexation requests.** San Juan Bautista's proposed sphere encompasses about 1,450 acres of land.

- The Area of Concern is the area covered by the General Plan. It includes the City and any land outside that relates to the City's planning extending beyond the sphere of influence for a total of 3,842 acres. Map 2.2 identifies the proposed Area of Concern and Sphere of Influence for the City.
- **Community Challenge:** The City only has one dedicated bicycle lane on San Juan Highway. Sidewalks are not present on every block. Where sidewalks do exist, many are in need of repair and do not provide adequate width or corner ramps for the handicapped.
- **Transit:** San Juan Bautista is served by a single regional connector transit line, which does not have efficient regular service. This leaves the community without alternatives to driving to nearby towns for access to school, jobs, or medical services.
- **Goal LU 4** (page 164) - A walkable, pedestrian friendly, and visually rich town.
    - **Objective LU 4.1 -** Develop walkable and pedestrian friendly street programs and initiatives.
        - **Policy LU 4.1.1 -** Design roadways and rights-of-way that safely accommodate both automotive and non-motorized vehicle users.
- **Goal CI 1** (Page 168) **-** Safe and convenient travel options for all means of travel.
    - **Objective CI 1.2 -** Develop a complete and safe pedestrian network.
- **Objective HO 3.2** (page 179) **-** Preserve the City's friendly, small town character.
    - **Policy HO 3.2.1 -** Create pedestrian friendly streetscapes with design elements.
        - **Program HO 3.2.1.1 -** Design and implement walkable neighborhoods with sidewalks, crosswalks, and front porches.
- **GOAL OS 2** (page 195) - A comprehensive and connected parkland system.
    - **Objective OS 2.1 -** Create non-motorized transportation pathways to all parks and open spaces.
    - **Policy OS 2.1.1 -** Enhance connectivity with walkways, bikeways, and scenic routes or trails.

Link

https://cms6.revize.com/revize/sanjuanbautistaca/document_center/San%20Juan%20Bautista%202035%20General%20Plan/San-Juan-Bautista-2035-General-Plan-FINAL-2-3-16.pdf
https://www.sandag.org/uploads/publicationid/publicationid_1877_18039.pdf
http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.pdf

City of San Juan Bautista General Plan Update Background Report 2013-2014, 2014

Description

The city of San Juan Bautista General Plan Update Background Report is an extensive summary of existing conditions and summary of engagement that provides the foundation for the General Plan Update (summarized above).

Key Takeaways

Each element of the General Plan is explored in a high level of detail, including sections related to parks and open space and all modes of transportation. Despite being almost 8 years since completed, the background guide provides detailed data and maps, much of which is used for the ATP with updates made where needed. Some of the maps more relevant to the ATP effort are included in the map section

of this document, some from the final General Plan (latest version). Some maps related to active transportation including the mapped location of reported bicycle and pedestrian crashes have not been included with the ATP effort, as the number of data points for the eight-year period was too low (3 total for the entire city) to be of value for analysis purposes.

Link

https://cms6.revize.com/revize/sanjuanbautistaca/document_center/San%20Juan%20Bautista%202035%20General%20Plan/San-Juan-Bautista-2035-General-Plan-Background-Report-FINAL-2-3-16.pdf

San Benito Regional Transportation Plan, 2018

Description

The San Benito Regional Transportation Plan developed by the San Benito Council of Governments (COG) provides a twenty-year planning lens based on existing conditions, plans, projected growth and community input. The plan identifies major transportation projects that will be eligible for funding in tear term capital funding cycles. The plan, updated every five years, sets a policy framework that guides regional transportation priorities.

Key Takeaways

Active transportation is an area of increased emphasis for Context Sensitive Planning and projects with a complete streets approach (San Benito County passed a Complete Streets Policy in 2015). Active transportation projects make up 1% of the fiscally constrained project budgets for the plan ($13,976,000 of funding, with the funding NEED identified as $31 million over the 22 years). Not including the Highway 156 and San Juan-Hollister Road Bike Lane projects ($205,000 and $10,000 respectively), the Long-Range Plan identifies 11 active transportation projects for the city of San Juan Bautista with a total cost of $773,000 with only 9 projects totaling $94,000 funded (constrained) and only two projects at $60,00 funded near-term.

				Funding (in 1,000s)	
PRJ ID	**Title**	**Desc**	**Cost (NEED)**	**Constrained**	**Unconstrained**
A06	The Alameda AT 156	Crosswalk	50	50	
A11	3rd Street	Bike Lane	10	10	
A12	First Street	Bike Lane	10	10	
A13	Fourth Street	Bike Lane	10	10	
A17	Franklin Street	Class III Bike Lane	2	2	
A18	4th Street-San Jose	Class III Bike Lane	2	2	
A19	San Jose Street-The Alameda	Class III Bike Lane	7	7	
A20	Second Street	Class III Bike Lane	2	2	
A21	San Juan Historic Park	Class I Bike Lane	253		253
A22	Monterey Street	Class III Bike Lane	426		426
A23	1st street	Class III Bike Lane	1	1	
			$773,000.00	**$94,000.00**	**$679,000.00**

Link

http://sanbenitocog.org/san-benito-regional-transportation-plan/

San Benito County Bikeway and Pedestrian Master Plan, 2009

Description

Adopted in 2009, the San Benito County Bikeway and Pedestrian Master Plan was developed and adopted to guide the future development of pedestrian and bicycle facilities in San Benito County as well as satisfying (at the time) the requirements for the California Bicycle Transportation Account (eligibility for state and federal transportation money for active transportation).

Key Takeaways

Bicycling Recommendations

The plan identified 10.41 existing miles of bicycle facility in the county (2.29 mile of class I or off-street trail) and proposed 137.7 new miles of facility (27,67 miles of Class I).

Table A: Existing and Proposed Bikeways

Bikeways	Class I Bike Paths	Class II Bike Lanes	Class III Bike Routes	Total
Existing	2.29	8.12	0.00	10.41
Proposed	27.67	58.62	51.41	137.70
Total	29.96	66.74	51.41	148.11

Recommendations for San Juan Bautista were quite modest with two Class II bike lane projects identified, the now completed First Street bike lanes and soon to be completed SR 156 bike lanes, with the rest recommending a handful of Class III (signed bike routes) in and around downtown. It does identify a, yet unfunded, trail connecting San Juan Bautista State Historical Park with the San Benito River Trail to the north.

Table 6-7 includes a recommendation for a Class I Multi-Use Path along the perimeter of the San Juan Bautista Historical Park. Currently, there is an existing unpaved path and it is recommended that it be improved to a paved Class I facility.

Table 6-7: San Juan Bautista Class I Multi-Use Path Projects

ID	Location	From	To	Length (Miles)
S-1	San Juan Bautista Historical Park	1st St	Franklin St	0.29
			Total	0.29

Table 6-8 lists recommended Class II bike lanes. The proposed bike lanes on 1st Street and San Juan highway will provide connections to Anzar High School. The recommended bike lane on Highway 156 will connect San Juan Bautista to Hollister.

Table 6-8: San Juan Bautista Class II Bike Lane Projects

ID	Location	From	To	Length (Miles)
S-2	1st St	North St	Monterey St	0.10
S-3	Hwy 156	The Alameda	Breen Rd	0.55
S-4	San Juan Hwy	San Juan Bautista City Limit	Ahwahnee St	0.17
			Total	0.82

The proposed Class III facilities for San Juan Bautista are in **Table 6-9**. Because San Juan Bautista's streets are narrow with slow traffic, Class III Bike Routes are appropriate for the city center.

Table 6-9: San Juan Bautista Class III Bike Route Projects

ID	Location	From	To	Length (Miles)
S-5	4th St - San Jose St	4th St	1st St	0.16
S-6	Franklin St	4th St	End of 4th St/SJB Historical Park	0.17
S-7	Monterey St	4th St	1st St	0.16
S-8	4th St - The Alameda	The Alameda	Monterey St	0.54
S-9	Second St	San Jose St	Monterey St	0.14
S-10	The Alameda - Salinas	San Juan School	San Juan-Hollister Rd	0.21
			Total	1.38

The plan is now somewhat outdated, but provides a starting point for developing a more extensive bicycle network for San Juan Bautista moving forward.

Pedestrian Recommendations

The Plan does not get into significant details for pedestrian project suggestions within San Juan Bautista. There was a recommendation for uncontrolled crosswalk markings at Fourth and The Alameda near the San Juan School (completed) and suggestions for some sidewalk infill along Second Street at the State Historical Park (status unknown).

Link

http://www.sanbenitocog.org/pdf/San%20Benito%20County%20Bikeway%20and%20Pedestrian%20Master%20Plan.pdf

San Juan Bautista State Historic Park Interpretation Master Plan, 2019

Description

- This Interpretation Master Plan (IMP) reflects a multi-year planning effort by California State Parks to improve the visitor experience at San Juan Bautista State Historic Park by optimizing the park's interpretive and educational value.
- San Juan Bautista State Historic Park (SHP) is an intricate part of a larger historic area. This area includes the state park, the mission complex and the city of San Juan Bautista.
- There is little mention about "active transportation". This document is geared towards the educational component of the SHP and how to improve the visitors experience from a program perspective, not from a physical urban design perspective.

Key Takeaways

- San Juan Bautista has remained a sleepy, old-fashioned mission town, and this very quality is what has led to its recognition as a tourist destination.
- Currently, vehicle traffic on Second Street is primarily made up of visitors coming to see the mission and state park. Local traffic through the park is minimal.
- Ideally, Second, Mariposa, and Washington Streets should be closed along the Historic District's boundaries and restored to a historic condition.
- The park and the mission's entrance should be located at the most significant pedestrian entrance point from the city of San Juan Bautista into the SJBSHP/Mission area.
- The city of San Juan Bautista General Plan outlines some ideas on locating off-street parking facilities. District staff could support these efforts and lend assistance to those with the greatest mutual benefits.
    - **Objective 1.4 -** Work with state transportation agency to have new state park signs on highway 101, directing visitors to the park.

Link

https://cms6.revize.com/revize/sanjuanbautistaca/Final%20Draft%20(8-30-19)no%20markups.pdf

Historic San Juan Bautista Plan, 2001

Description

This plan follows up on the 1981 Completion Report on the Historic Resources Inventory of the City of San Juan Bautista. The plan creates a framework for historic preservation and economic development with recommendations for specific projects, policies and implementation strategies.

Key Takeaways

The plan, although over twenty years old, identifies some values for San Juan Bautista that likely still resonate today.

- Maintaining the small-town way of life with slow and strategic growth (identified by a parking boundary)
- Improving damaged and aging infrastructure (curb, gutter, streets and sidewalks)
- Sharing the San Juan Bautista story is important
- [San Juan Bautista] be true to thyself
- Preserving the old and guiding the new
- People are the greatest resource
- Stewardship of the land and natural resources

The plan identifies historic sites and features with an emphasis on preservation and restoration of historic sites. Some themes related to the ATP addressed include:

- Importance of managing parking in an around the downtown historic district
- Design principles for the historic district including a focus on traditional circulation elements and connectivity throughout and accommodating bicycling in transportation and streetscape planning
- Inventory of existing conditions for curbs, sidewalks, and streets.

Link
https://cms6.revize.com/revize/sanjuanbautistaca/document_center/Planning/Historic%20SJB%20Plan%20with%20links.pdf

DESIGN GUIDES AND RESOURCES

Monterey Bay Area Complete Streets Guidebook, 2013

Description
The Complete Streets Guidebook was developed through a grant from the Strategic Growth Council of California in a collaboration of the Association of Monterey Bay Governments (AMBAG) including the county transportation planning authorities of Monterey, San Benito and Santa Cruz counties. The guidebook is a toolkit that builds on best practices for Complete Streets planning, design and implementation.

Key Takeaways
The guidebook is laid out in a sequence of topics to assist local communities through the stages of policy development, planning, capacity building, model standards and education and engagement needs. The excerpt below outlines the modules by chapter.

Interested parties may use the Guidebook in whole or in part to address the following:

- *Practice six steps to successfully implementing Complete Streets: addressing complete streets from planning and design to implementation* ***(Chapter 6: Projects and Implementation)***
- *Incorporate Complete Streets into community plans* ***(Chapter 1: Vision , Goals and Policy)***
- *Measure the effectiveness of complete streets policy* ***(Chapter 2: Performance Measures & Targets)***
- *Provide a context for how Complete Streets can affect current systems and procedures* ***(Chapter 3: Complete Streets Action Plan)***
- *Develop projects based on land use context and street functional classifications* ***(Chapter 4: Complete Street Types)***
- *Design treatments for complete streets* ***(Chapter 5: Design Treatments)***
- *Become familiar with tools for transitioning to complete streets* ***(Chapter 7: Transitioning to Complete Streets)***
- *Learn about programs that enhance or are improved by complete streets projects* ***(Chapter 8: Education, Enforcement and Encouragement)***
- *Communicate the benefits of complete streets and engage the community* ***(Chapter 9: Talking about Complete Streets)***

Link
https://sccrtc.org/projects/multi-modal/santa-cruz-county-complete-streets/monterey-bay-area-complete-streets-guidebook/

San Juan Bautista Street Design Standards, 1992

Description
Existing standard designs for construction of street elements including curb and gutter, drainage, sidewalks, driveways and curb ramps.

Key Takeaways
The document is outdated and not reflective of best practice for sidewalks and curb ramps. Commercial sidewalk width is not defined; residential sidewalk width is identified as 5’ back of curb with 8’ right-of-way required. Standards should be updated to add context for both width of sidewalk and buffer from curb and traffic. New standards should be prefaced with use of the sidewalk zone system to establish adequate space for accessible travel, fixed and movable objects, street trees, buffer distance from building line, curb transition zones, etc.

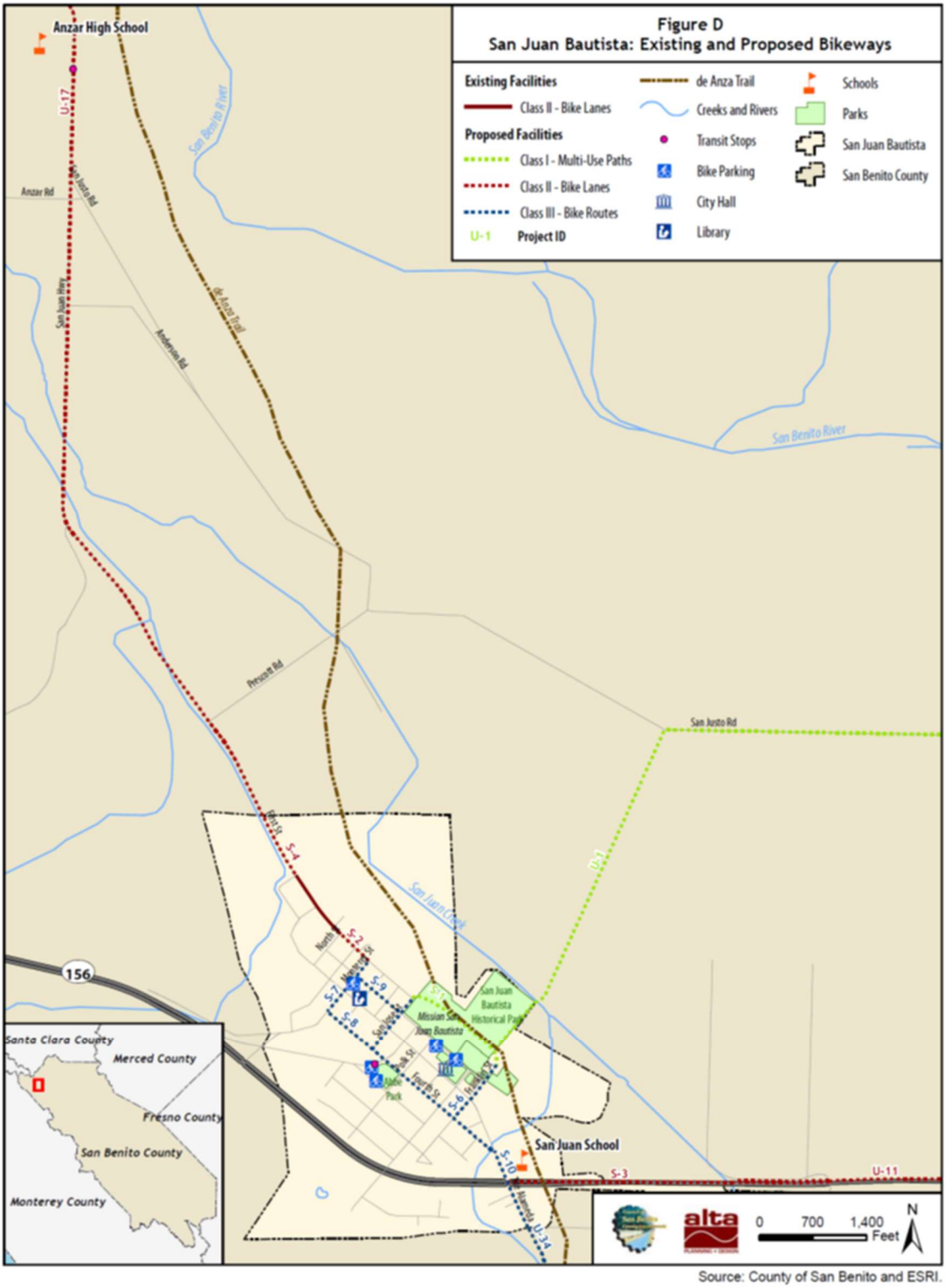
Curb ramp design only offers flared diagonal ramp and lacks contemporary detail for features such as detectable warnings and landing zones. Current best practice for accessible ramp design favors perpendicular and parallel ramp designs with diagonal ramps not recommended except where no other design is feasible.

Residential driveway design does not provide for maintaining ADA accessibility in regards to cross-slope carried through driveways. The design shown is out of compliance with ADA and should be abandoned in favor of compliant standards.

Link
https://cms6.revize.com/revize/sanjuanbautistaca/document_center/San%20Juan%20Bautista%20Standard%20Plans/san-juan-bautista.ca.us_sjb-building-standards-section-a-street-improvements.pdf

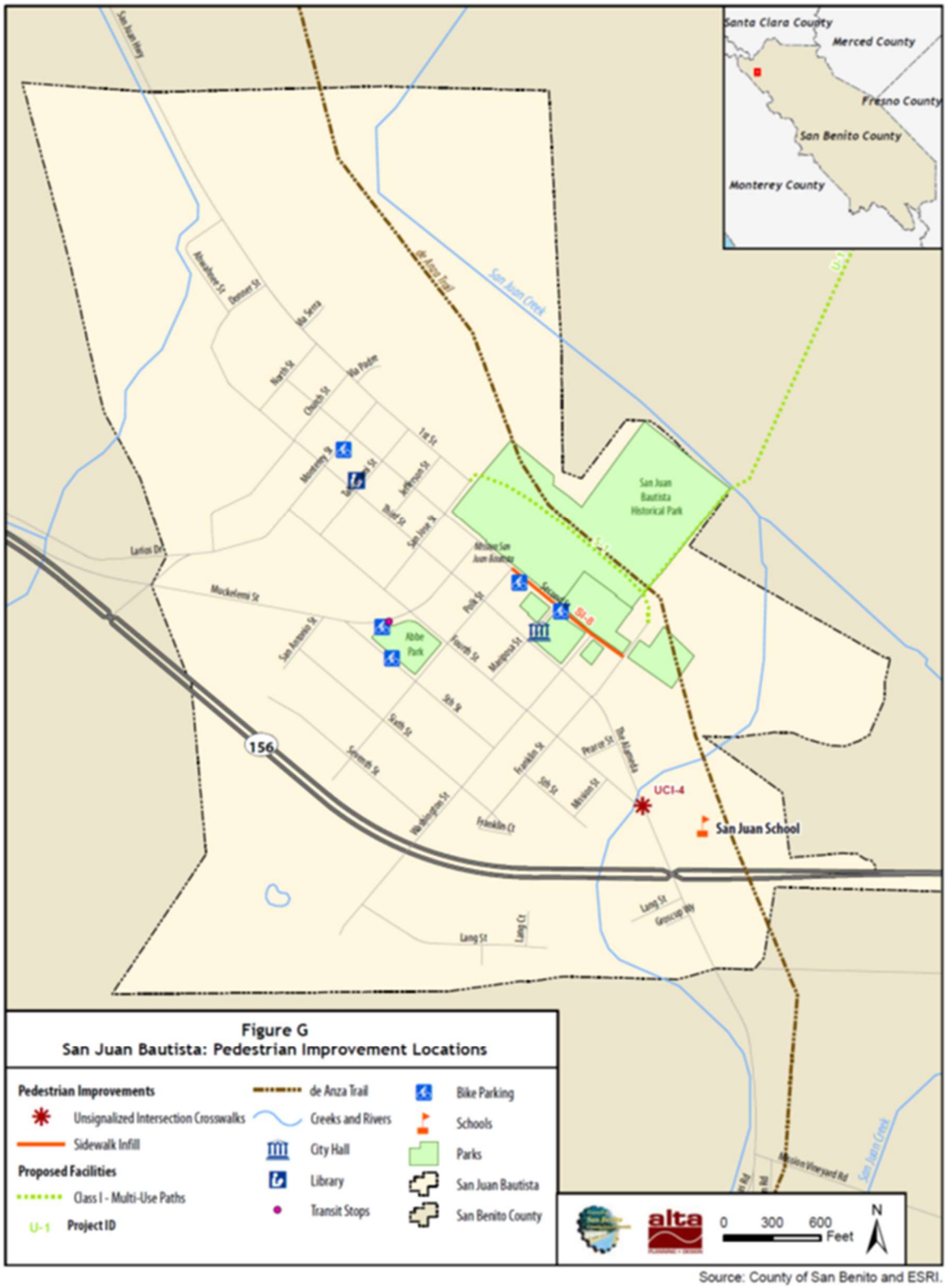
SUPPLEMENTAL MAPS AND DATA

San Benito County Bikeway and Pedestrian Master Plan – Figure D San Juan Bautista: Existing and Proposed Bikeways



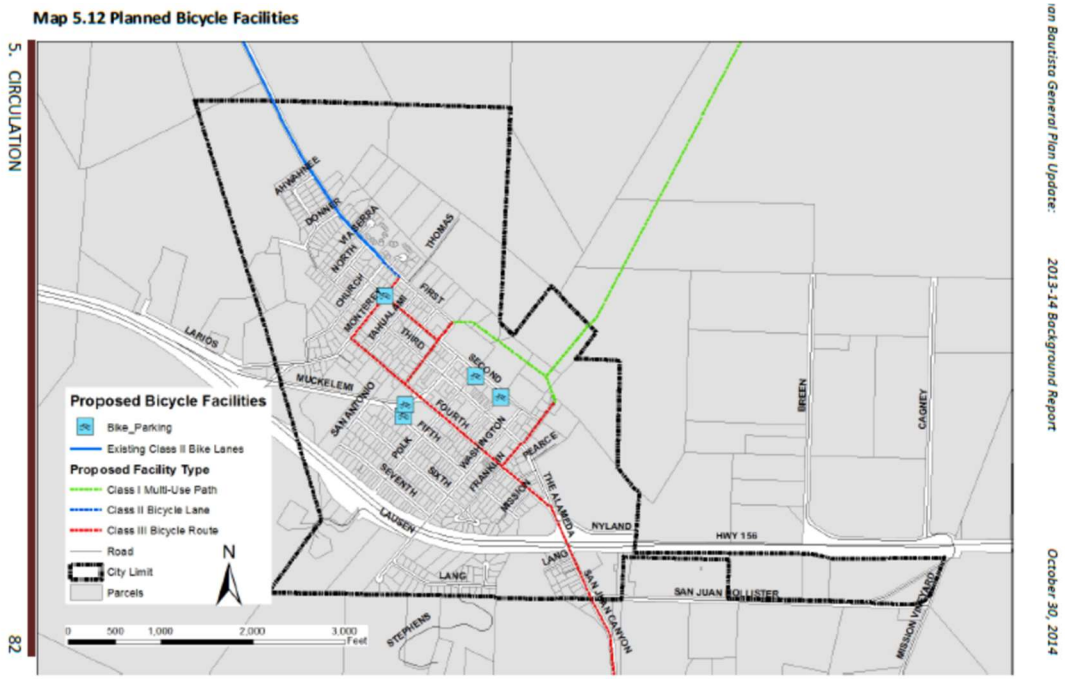
Source: County of San Benito and ESRI.

San Benito County Bikeway and Pedestrian Master Plan – Figure G San Juan Bautista: Pedestrian Improvement Locations



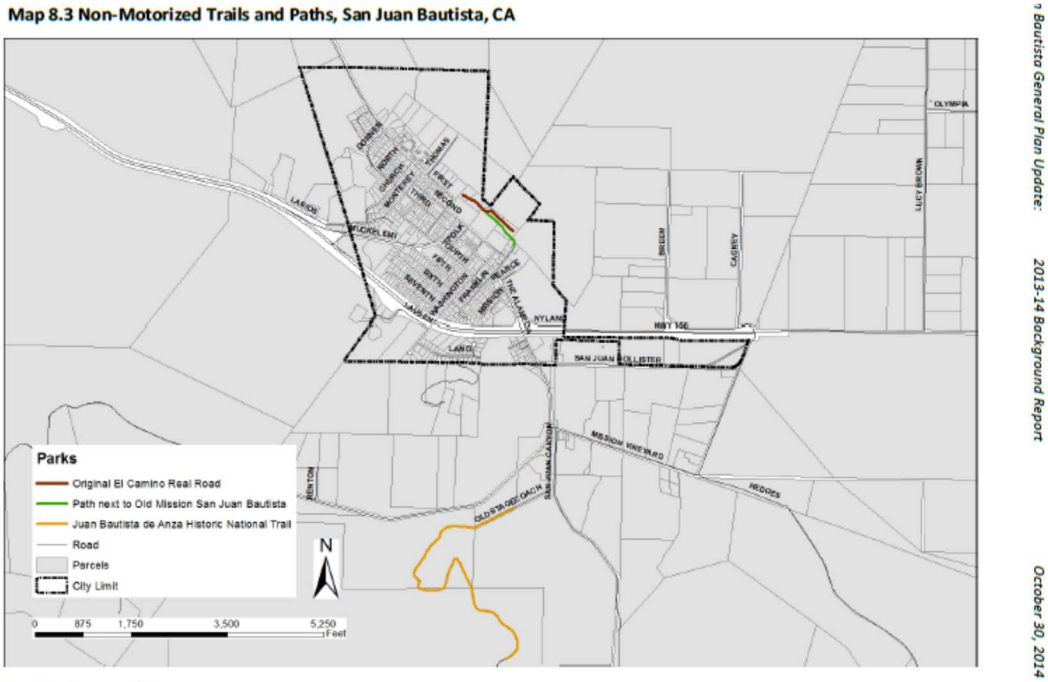
Source: County of San Benito and ESRI.

San Juan Bautista General Plan Update 2012-2014 Background Report – Map 5.12 Planned Bicycle Facilities



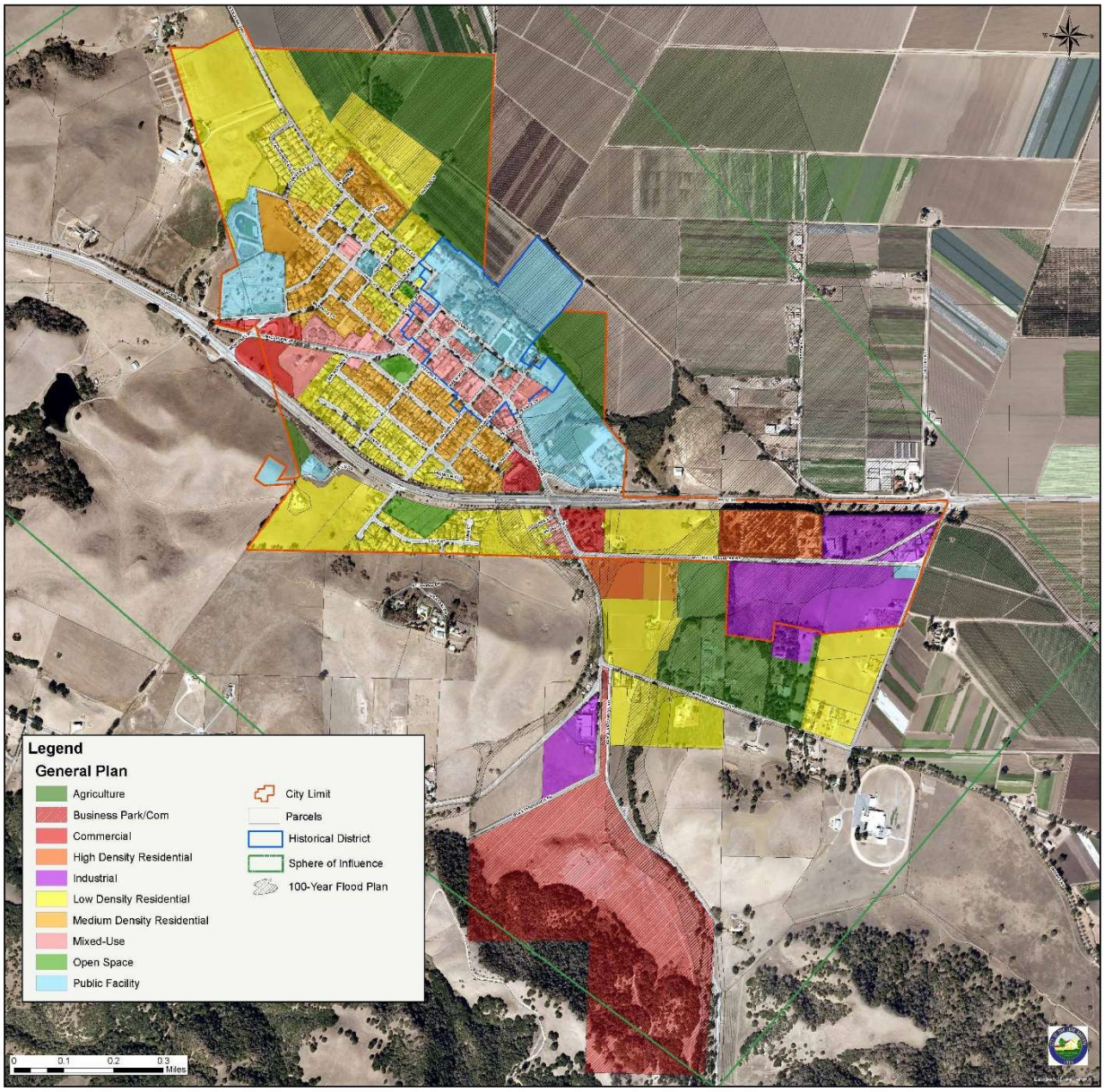
San Benito County Bikeway and Pedestrian Master Plan, 2009

San Juan Bautista General Plan Update 2012-2014 Background Report – Map 8.3 Non-Motorized Trails and Paths

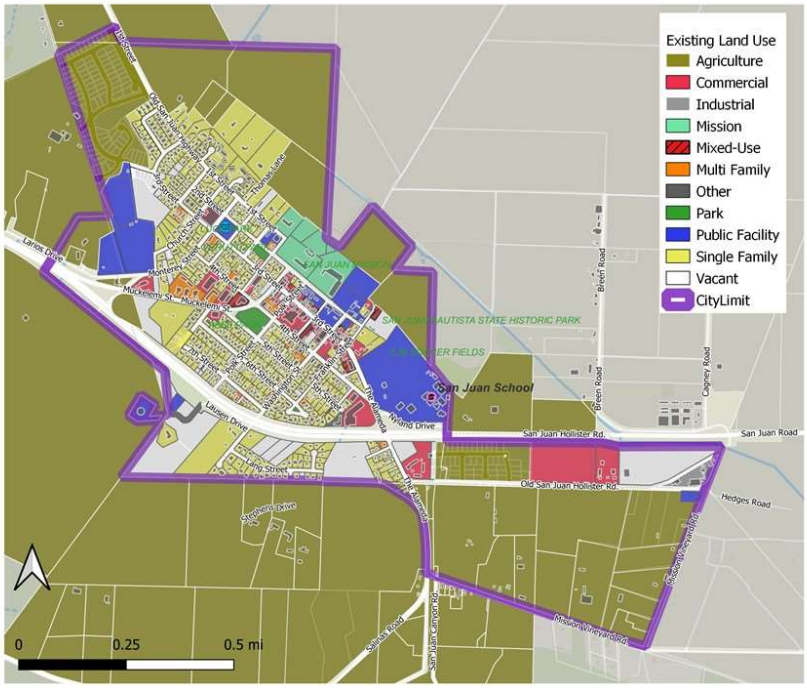


Land Use Inventory, 2013

San Juan Bautista 2035 General Plan – Existing Zoning

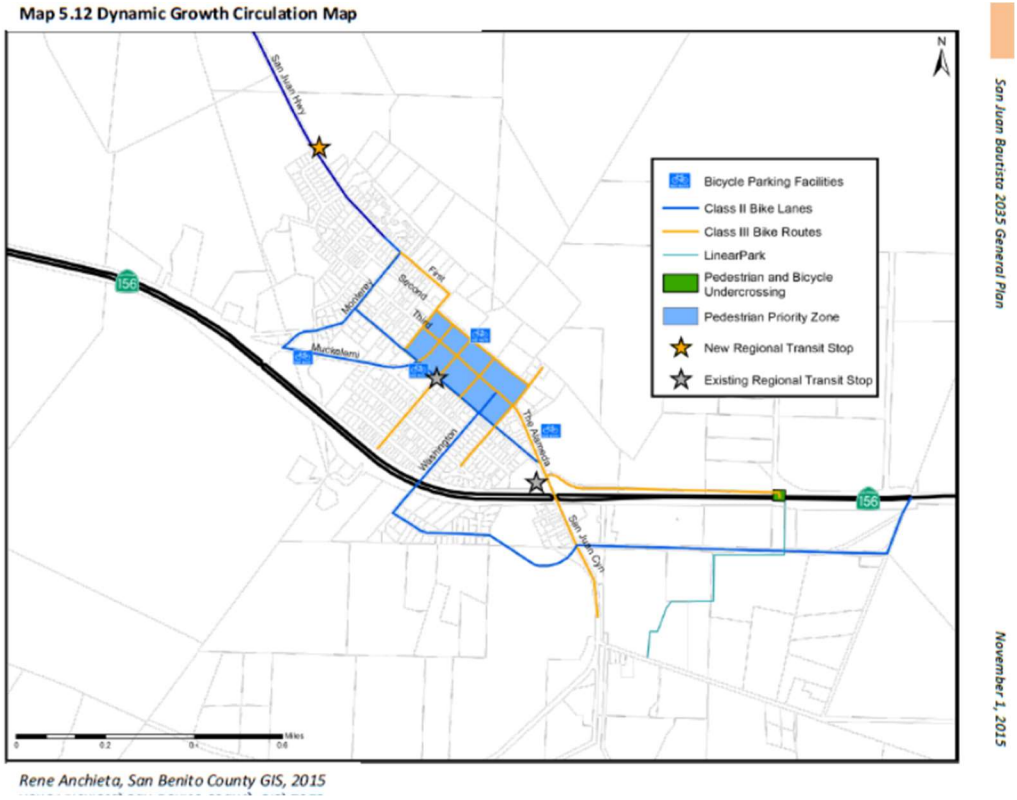


Existing Land Use in San Juan Bautista

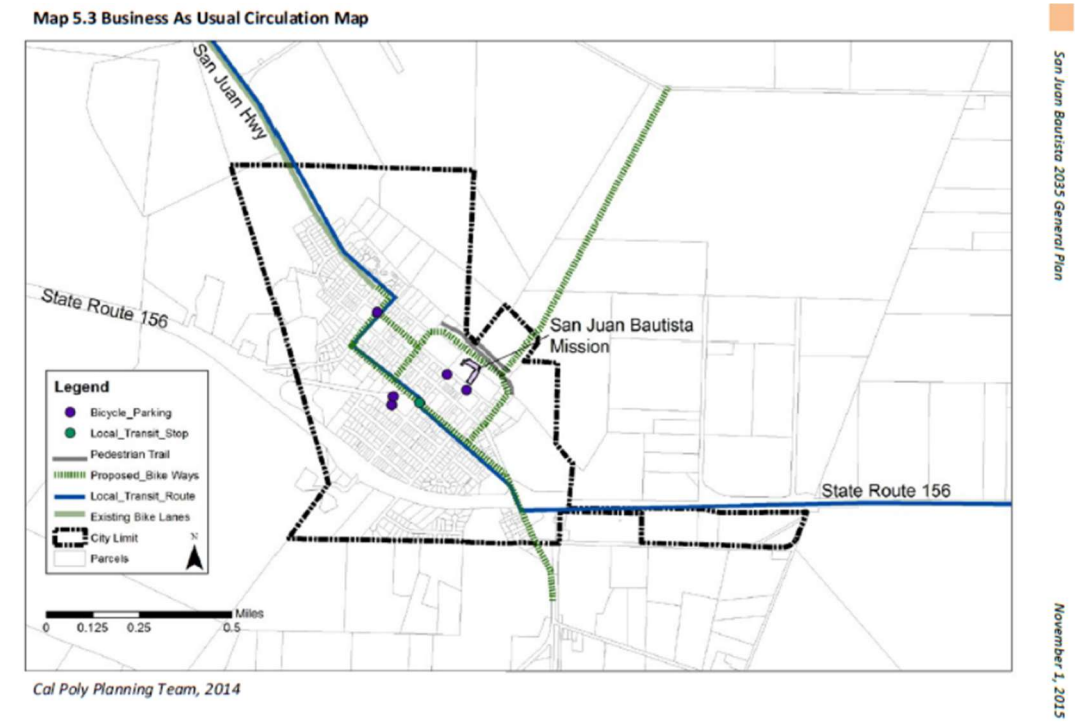


Existing Land Use

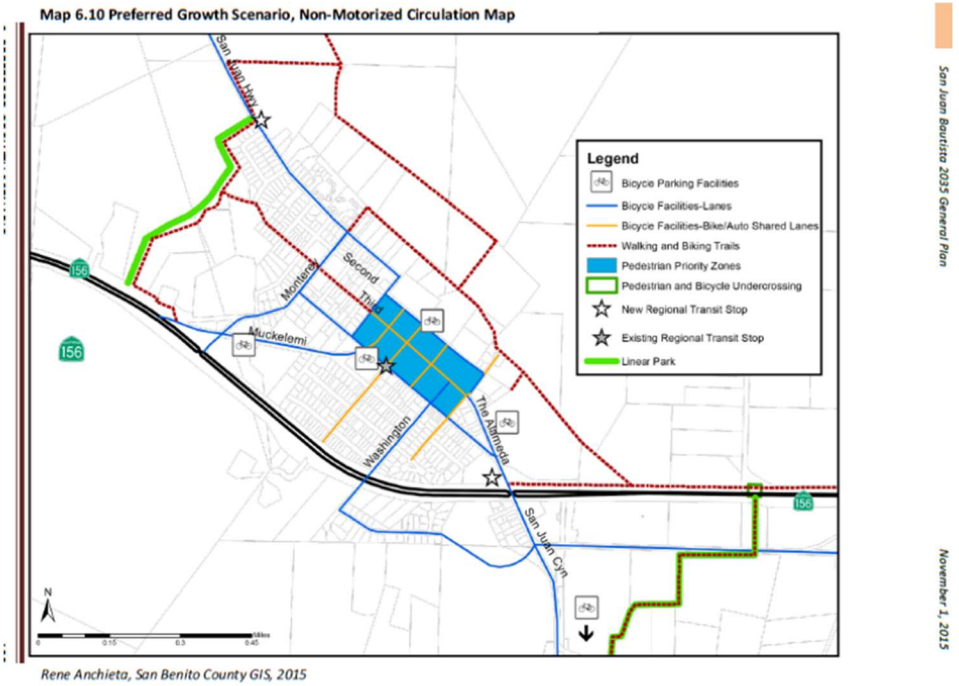
San Juan Bautista 2035 General Plan – Map 5.12 Dynamic Growth Circulation Map



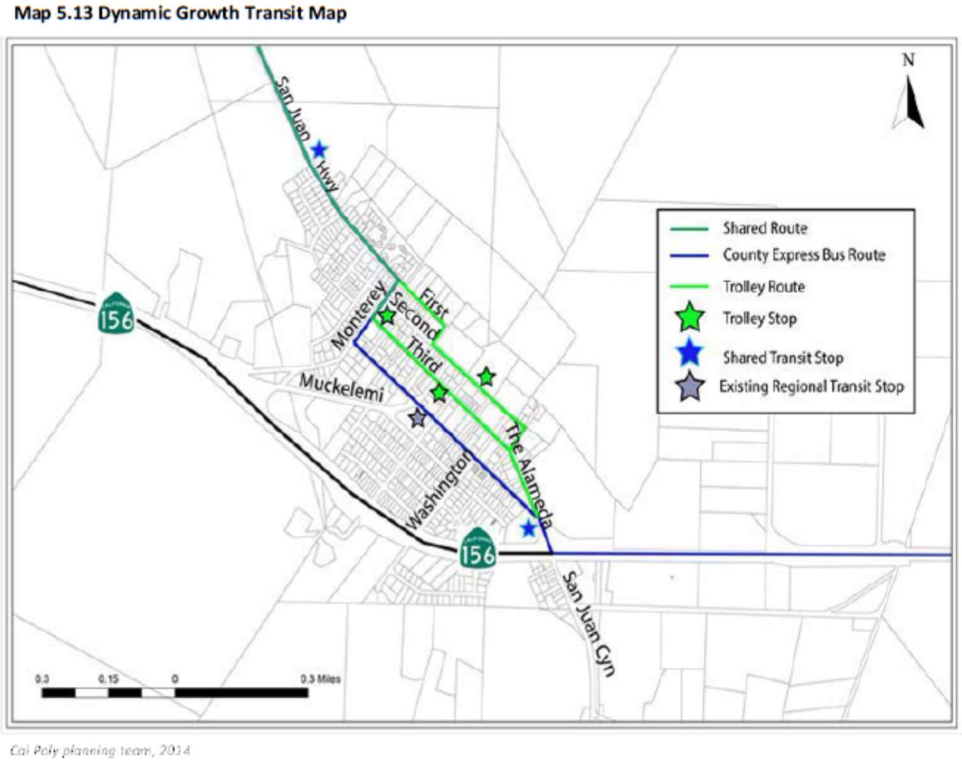
San Juan Bautista 2035 General Plan – Map 5.3 Business as Usual Circulation Map



San Juan Bautista 2035 General Plan – Map 6.10 Preferred Growth Scenario, Non-Motorized Circulation Map



San Juan Bautista 2035 General Plan – Map 5.13 Dynamic Growth Transit Map



San Benito Regional Transportation Plan – Figure 4-17 Caltrans Bicycle Facility Classifications

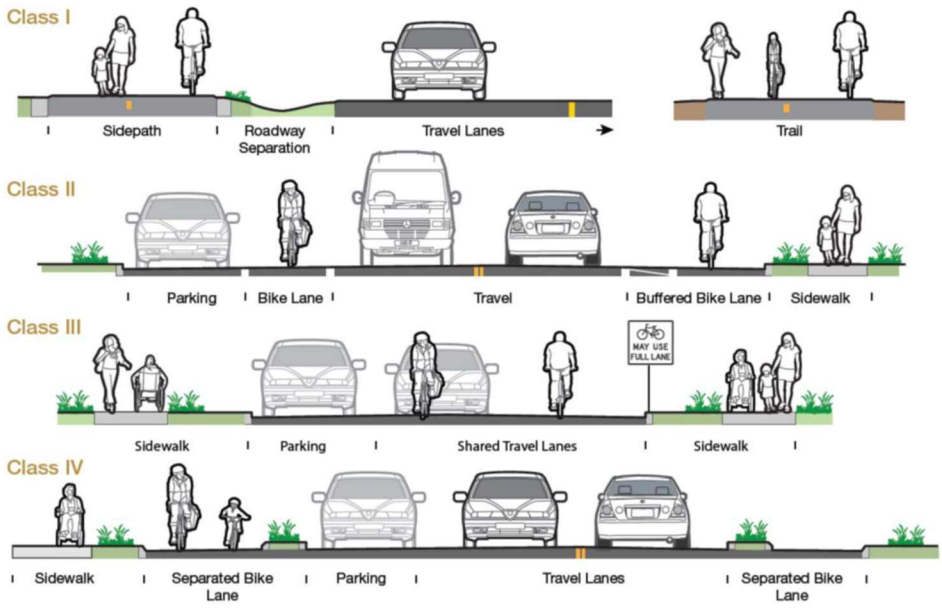


Figure 4-17 Caltrans Bicycle Facility Classifications
Source: California Bicycle and Pedestrian Plan, 2017

San Juan Bautista General Plan Update 2012-2014 Background Report – Figure 13.1 San Juan Bautista Historic Walking Tour Map

Figure 13.1 San Juan Bautista Historic Walking Tour Map