SAN JUAN BAUTISTA

ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

FEBRUARY 2023

CITY OF SAN JUAN BAUTISTA 1869

Caltrans

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1. Introduction

We are pleased to present the San Juan Bautista Active Transportation and Community Connectivity Plan. Residents, business and property owners, as well as a wide range of key stakeholders at city, county and state-wide levels, informed the development of this action-oriented Plan, meant to be implemented.

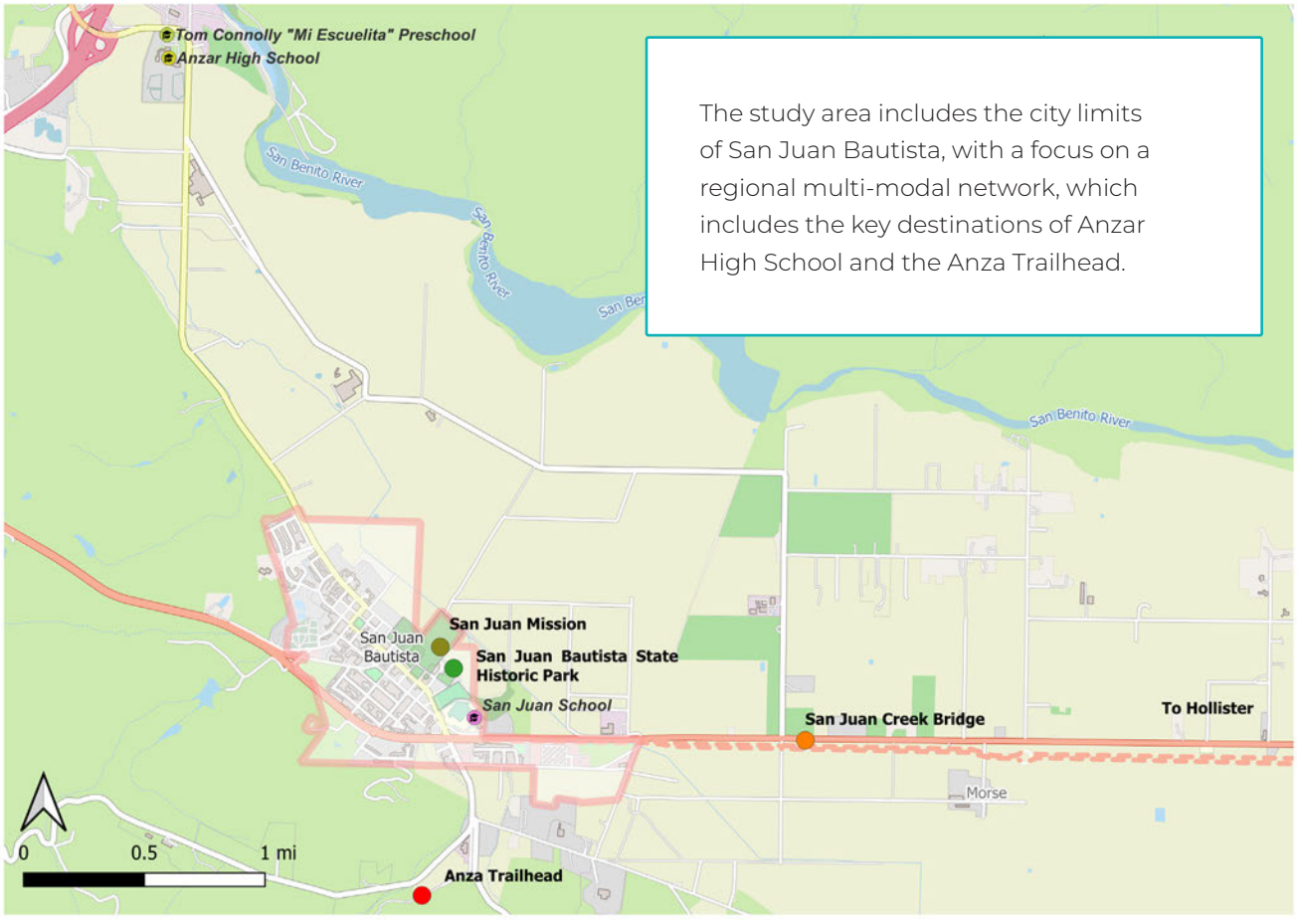
This Plan promotes an understanding of San Juan Bautista's transportation system and identifies how each street can contribute to healthy, active, sustainable lifestyles, powering up the resiliency of the city, building individual and community health, and making possible a just and age-friendly multi-modal transportation system. The much broader role of streets is explained – to connect people and places – and this means all people of all ages and abilities who wish to walk, cycle, or roll. It also details how appropriate design can energize the social life of streets, green the town, and further enhance San Juan Bautista's uniqueness and beauty, while respecting sites of historical importance.

Fig 1. Plaza Hotel, part of the San Juan Bautista Historic Park, San Juan Bautista

San Juan Bautista's streets must safely accommodate those walking, cycling, scooting and using mobility aids. They must effectively manage vehicular traffic, transit and freight movements. While doing this, streets must honor the culture, history, size, and scale of the community, resulting in places where people want to spend more time. San Juan Bautista is home to a vibrant community, and also 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 just south of the city along the Anza Trail and elsewhere in the nearby hills. In all ways, this Plan aims to improve safety, mobility, and access for all.

The public engagement process which informed the development of the Plan encouraged input from local, regional, and state partners who carefully reviewed concepts for creating safer, more comfortable, and accessible connections. Locally, conversations, meetings, and events, including walking audits, made clear the community's desire to preserve and protect, while moving forward to meet the transportation needs of today. The Plan recognizes key assets, allowing the community to prosper as both a small town and a regional destination, while reducing the need for and impact of automobile traffic within the core of the city.

San Juan Bautista Study Area



Map 1. San Juan Bautista Study Area

ABOUT SAN JUAN BAUTISTA

Established in 1869, the City of San Juan Bautista is known as the City of History. However, San Juan Bautista's history goes much further back – to the period of Mexican independence in 1821, back further to the founding of the Mission San Juan Bautista in the late 1700's, and 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	**2928 sq. mi.**
Growth Rate	**1,09%**
Demographic Data	White **36.30%** Hispanic/Latino **53.60%** Black **0.20%** Asian **4.30%** American Indian **0.50%**
Walk Score	**70**
Bike Score	**49**

Table 1. Key Data for San Juan Bautista, 2022

Fig 2. Third Street, San Juan Bautista

A vibrant history is written into the landscape, as well. San Juan Bautista 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 Anza Trail. This unique sense of place informs community identity, while creating a memorable experience for visitors. The development of this Active Transportation and Community Connectivity Plan also recognizes the uniqueness of place and aims to build upon key assets so that the community continues to prosper as both a small town and a regional destination, with reduced need for cars in its core areas.

Conditions in San Juan Bautista are ideal for cycling and walking. A great climate, mostly-level terrain, and a total land area of less than a square mile, make it possible to access any part of the community though a short stroll or bicycle ride. Additionally, the community is near numerous open space opportunities and less than nine miles from the City of Hollister, making a commute by bicycle possible in under an hour – if safe and convenient facilities are put into place. Certainly, there are no shortage of opportunities to power up active transportation in San Juan Bautista. This Plan aims to guide the community as it rolls up its sleeves and identifies built environment investments that align with its values.

PLAN OBJECTIVES

Funded through a Caltrans Sustainable Transportation Planning Grant and in partnership with the City of San Juan Bautista, CivicWell and Blue Zones led an engaged planning approach, details of which are outlined in Section 4. This Plan aims to address a variety of sustainability and livability objectives, including:

- Delivering a comprehensive understanding of pedestrian and bicyclist needs and issues for residents of all ages and abilities.
- A multi-modal approach to prioritizing areas for pedestrian and bicycle improvement based on engaging community stakeholders and elected officials.
- Developing a multi-modal network to address community mobility needs, ensuring opportunities are aligned with community character and values.
- Evaluating existing conditions of the pedestrian and bicycle network, identifying gaps and opportunities.
- Identifying pedestrian and bicycle linkages with a sound implementation strategy which balances near- to long-term project opportunities.
- Ensuring alignment with other proposed projects that impact active transportation, including SR-156 following construction of the bypass, for example.
- Creating a bespoke toolbox of active transportation guidelines and treatments to encourage good practices.
- Developing a summary of active transportation funding opportunities.

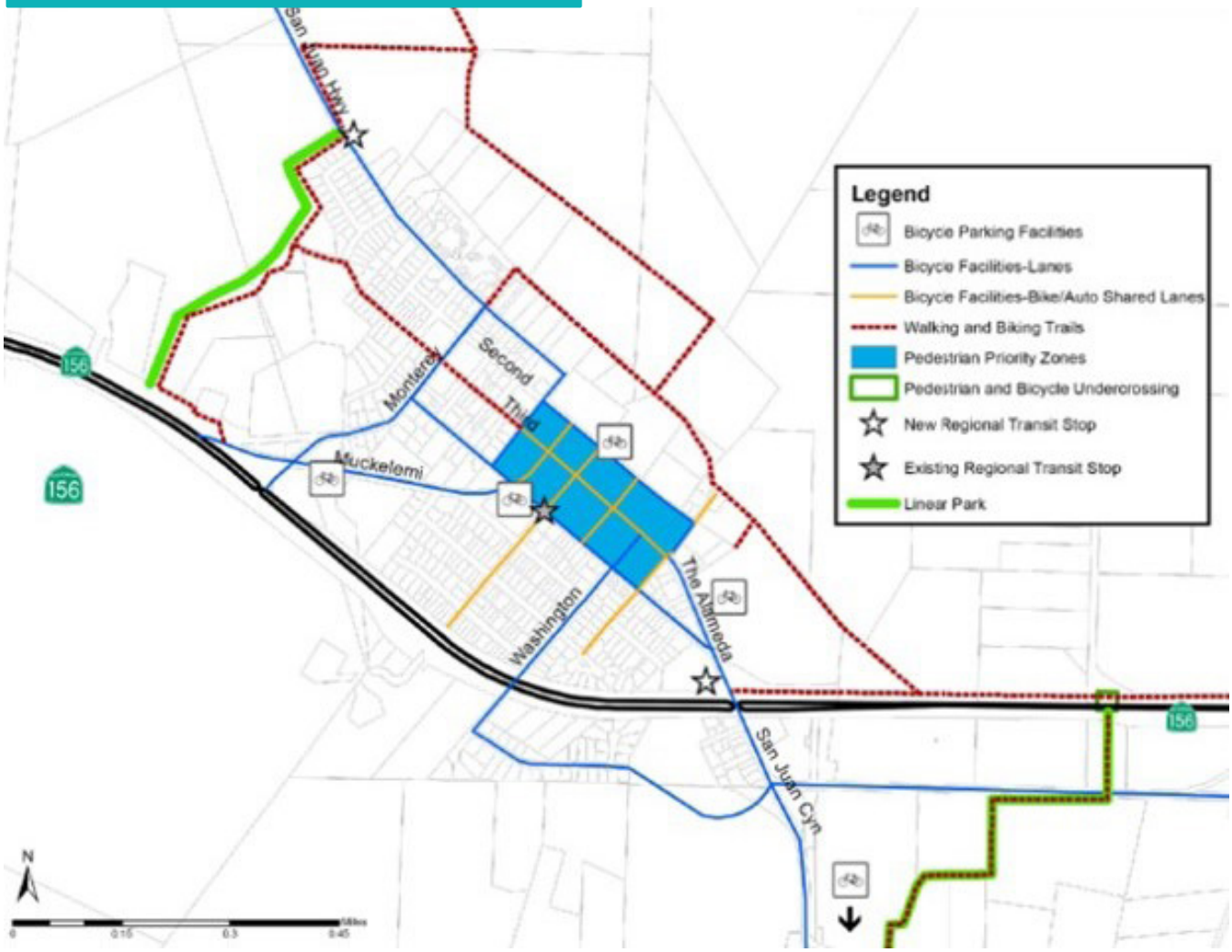
Co-created with community partners, this Plan provides a prioritized list of projects and potential funding sources to begin implementation through maintenance and capital projects, as well as through grant opportunities.

This Plan is aligned with the policy and planning landscape for San Juan Bautista including:

THE UPDATE TO THE SAN JUAN BAUTISTA 2035 GENERAL PLAN

Concurrent to development of this Active Transportation and Community Connectivity Plan, the City of San Juan Bautista undertook an update to the *2035 General Plan*. The *2035 General Plan* and update contain numerous elements and strategies that provide support for the recommendations in this Plan. The Community Mobility Section (3.0) identifies this Plan as the guiding policy and implementation document for active transportation projects and programs in San Juan Bautista (General Plan, Section 3.3, Active Transportation).

San Juan Bautista 2035 General Plan

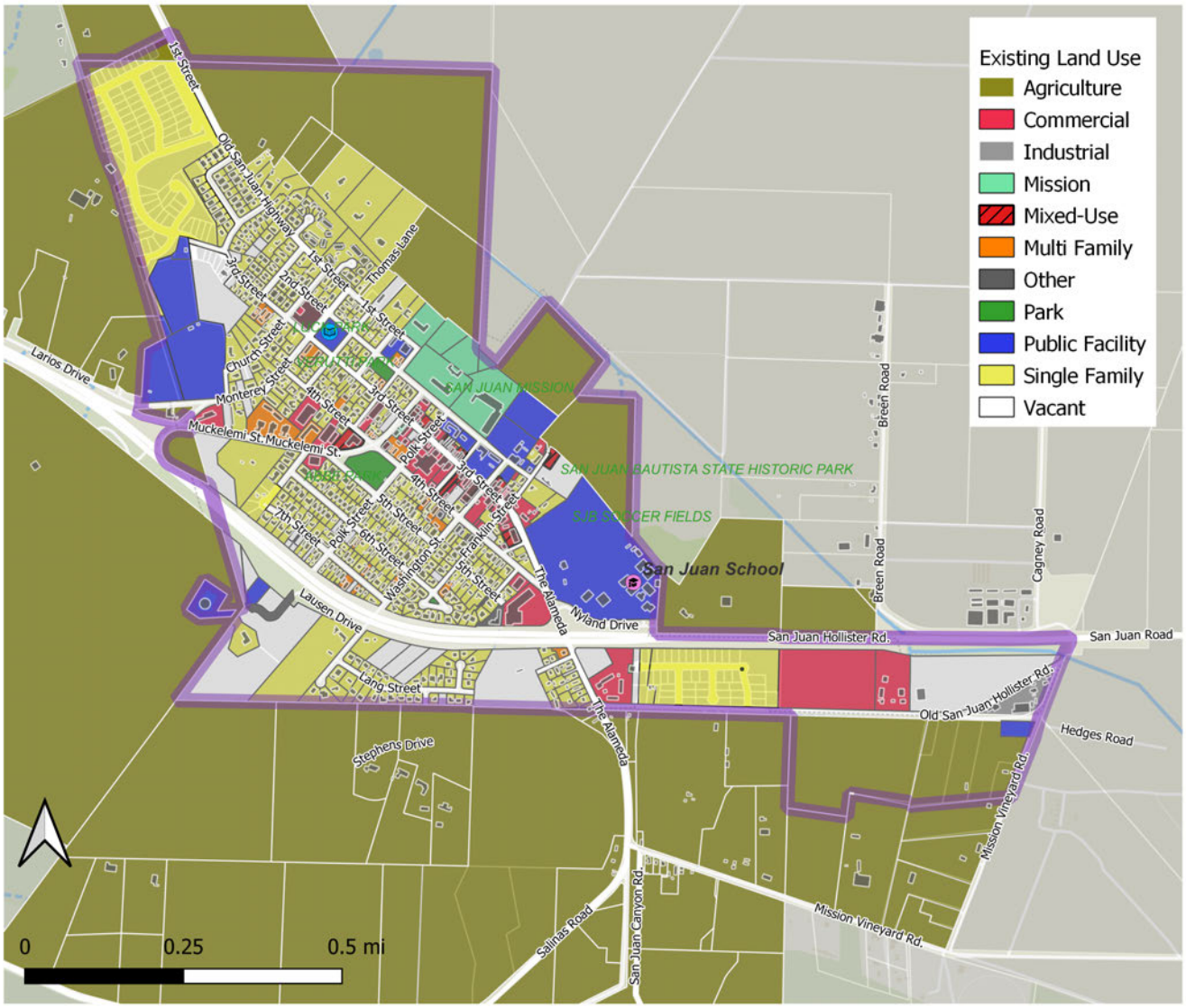


Map 2. Preferred Growth Scenario, Non-Motorized Circulation Map, General Plan

The Mobility Section (3.0), which addresses community circulation, places specific emphasis on several key areas that are reflected as recommendations in this Plan:

- Complete Streets policy and programs **(Objective CI 1.1)**
- Development of a complete and safe pedestrian network **(Objective CI 1.2)**
- Development of a complete and safe bicycle network **(Objective CI 1.3)**
- Increase safety at The Alameda and SR-156 for all modes **(Policy CI 2.1.2)**
- Parking management program strategies **(Programs CI 2.3.1.3; 1.4 1.5)**
- Develop a bicycle parking plan **(Policy 2.3.2)**
- Incorporate a wayfinding and signage system **(Policy CI 2.4.1)**

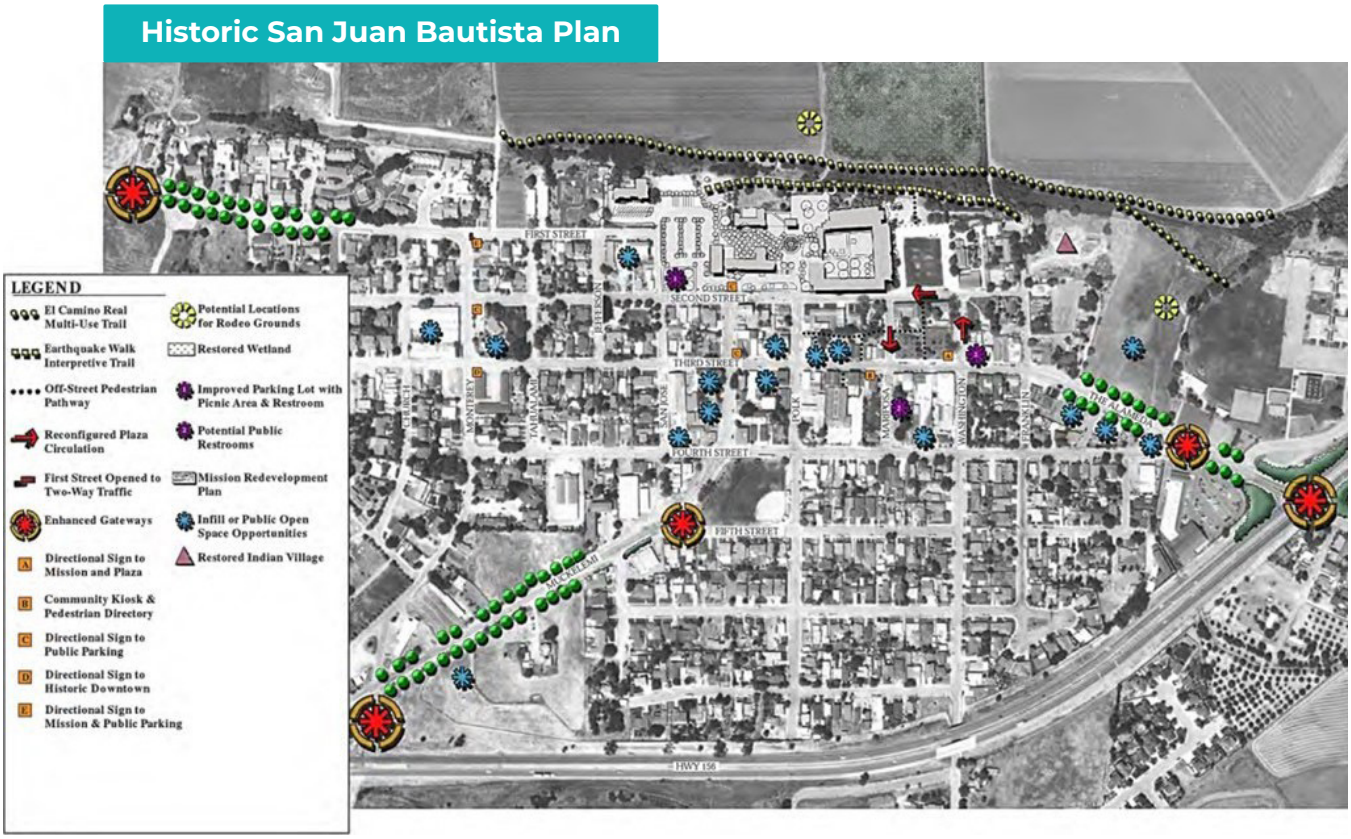
San Juan Bautista Existing Land Use



Map 3. San Juan Bautista Existing Land Use

THE HISTORIC SAN JUAN BAUTISTA PLAN

The Historic San Juan Bautista Plan follows 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.



Map 4. Community Design and Preservation Opportunities from the Historic San Juan Bautista Plan

The Plan, adopted in 2001, identifies core values for San Juan Bautista that, despite the age of the document, provide solid context for contemporary planning efforts, including this Plan. This includes:

- 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

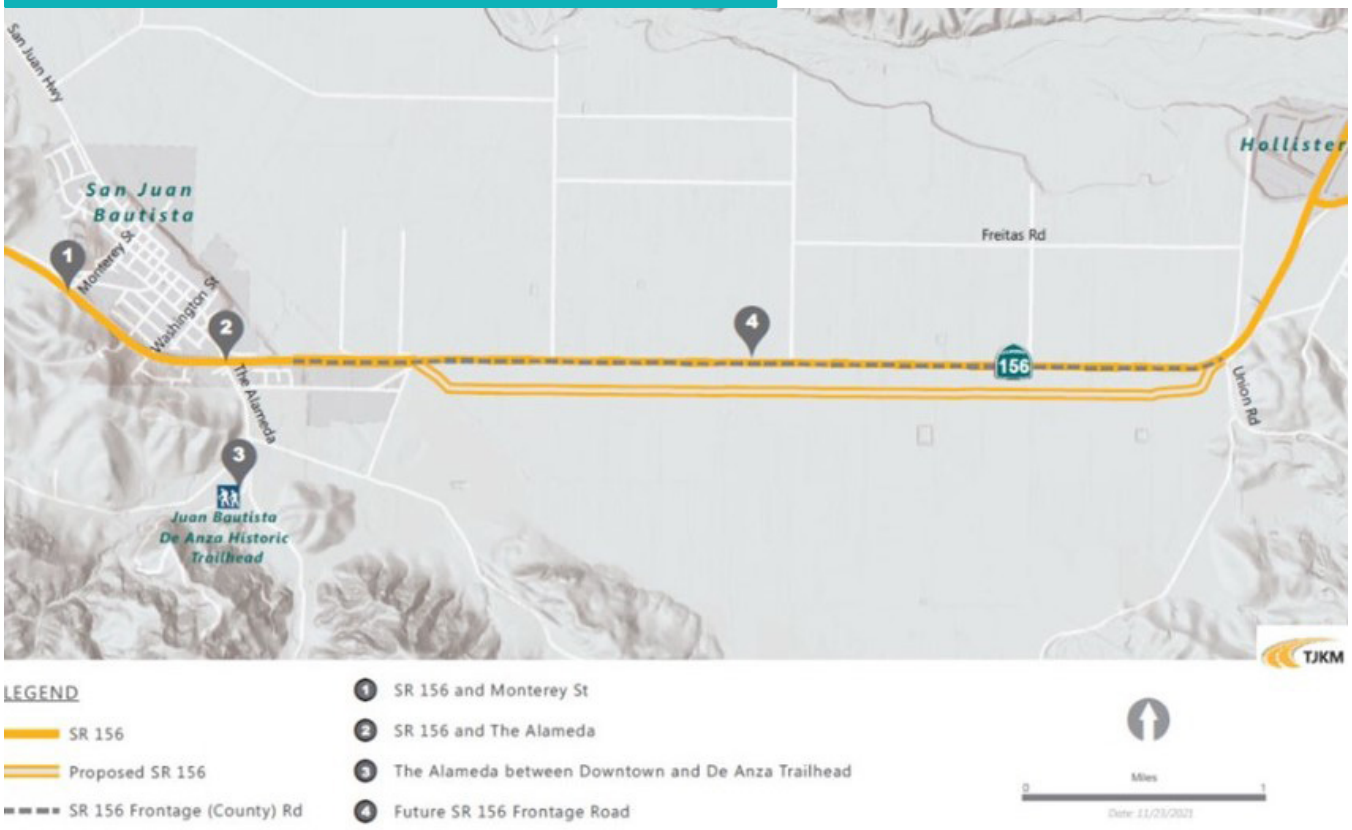
The plan identifies historic sites and features with an emphasis on preservation and restoration. Some themes related to this Plan include:

- Importance of managing parking in and around the downtown historic district
- Design principles for the historic district including a focus on traditional circulation (bicycling and walking)
- Inventory of existing conditions for curbs, sidewalks, and streets.

THE SR-156 MULTI-MODAL ENHANCEMENT STUDY

The San Benito County Governments (COG) received a Caltrans Transportation Planning Grant to prepare a study focused on the SR-156 corridor near San Juan Bautista, specifically seeking to address opportunities to improve non-motorized connections in and around the SR-156 corridor and the scheduled widening of the highway, which is currently being constructed.

SR-156 Multi-Modal Enhancement Study Area



Map 5. SR-156 Multi-Modal Enhancement Study Area

This study analyzed and made the case for addressing active transportation mobility needs at four locations:

- **SR-156 and Monterey** – Recommended operational changes and reconstruction of the intersection into a modern roundabout.
- **SR-156 and The Alameda** – Recommended adding the missing fourth crosswalk, on the east leg of the intersection, signal modifications and restriping to include a bike lane on The Alameda, and construction of a shared use path along the eastern edge of The Alameda through the SR-156 intersection.
- **The Alameda between Downtown and Anza Trailhead** – Recommended construction of a shared use trail along the eastern side of The Alameda from SR-156 to the Anza Trailhead.
- **Future SR-156 Frontage Road** – Recommended construction of a single walkway and a two-way separated bike path along the north side of the roadway.

While funding has not been identified for any of these study recommendations, the concepts have been considered in the context of a developing a multi-modal transportation network in and around San Juan Bautista as part of this planning effort. Any recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.

Fig 3. Mission San Juan Bautista

In addition to the aforementioned plans, a number of other local and regional plans and policies were consulted in development of the Plan and are summarized in the literature review that can be found in the Appendix. These plans and policies include:

- City San Juan Bautista Downtown Central Business District Traffic Analysis Memorandum, 2022
- Caltrans District 5 Active Transportation Plan, 2021
- City of San Juan Bautista Preliminary Downtown Parking Study, 2019
- San Juan Bautista State Historic Park Interpretation Master Plan, 2019
- San Benito Regional Transportation Plan, 2018
- City of San Juan Bautista 2015-2019 Housing Element Adopted
- Monterey Bay Area Complete Streets Guidebook, 2013
- San Benito County Bikeway and Pedestrian Master Plan, 2009
- San Juan Bautista Street Design Standards, 1992
- San Benito County Safe Routes to School – San Juan Elementary Walking and Bicycling Routes

Fig 4. Los Padrinos Car & Truck Club de San Juan Bautista

2. Existing Conditions

EXISTING CONDITIONS IN SAN JUAN BAUTISTA

San Juan Bautista benefits from a traditional town form that emphasizes mixed-use at its core with moderate density single- and multi-family housing in developing areas to the north, along San Juan Highway, and south of SR-156. The mixture of cultural and public amenities including parks, the Mission, and natural features as well as the Anza Trail attract visitors from across the region to enjoy the many offerings of the community.

The historic 3rd Street commercial district offers boutique shopping, diverse dining experiences for residents and visitors, with established walking tours that offer an opportunity to experience the city's history.

Fig 5. Historic Downtown San Juan Bautista

Fig 6. Quality newer development – Mission Garden on Muckelemi Street

Fig 7. Anza Trail Head

WALKING IN SAN JUAN BAUTISTA

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 children, older adults, and those using mobility aids. The walking environment benefits from the relatively low speeds and motor vehicle volumes along the city's original gridded network. More recent development includes streets designed primarily for vehicles, which could be addressed though updated street design guidelines.

Fig 8. Existing pedestrian conditions in San Juan Bautista

The most significant enabler for walking, however, is the opportunity to connect the downtown core with destinations south of SR-156, which is an interregional 55 mph speed, high volume (37,000 AADT) trunk highway connecting San Juan Bautista to US 101 and Hollister. Caltrans, in partnership with the San Benito County Council of Governments (COG), is currently constructing an expressway corridor project on SR-156 between Hollister and San Juan Bautista. The existing highway will be relinquished to the County of San Benito and their recommendations, included as part of the SR-156 Multi-Modal Enhancement Study, is for a bicycle and pedestrian connection between Hollister and San Juan Bautista. The timeframe for implementation is dependent on identification of funding for design and construction. Figure 9 shows the cross section from the SR-156 Multi-Modal Enhancement Study. Given the rural character of this area, a more traditional shared use path 12 feet to 16 feet wide is recommended to serve both pedestrians and bicyclists. This change within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.

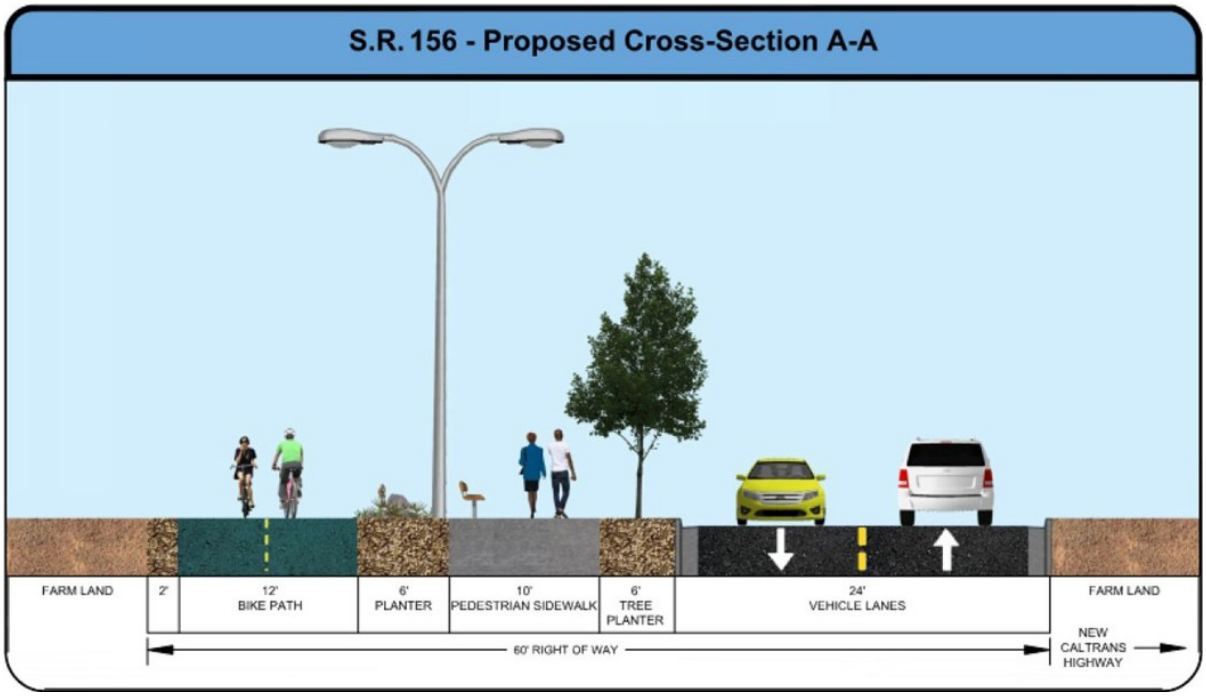
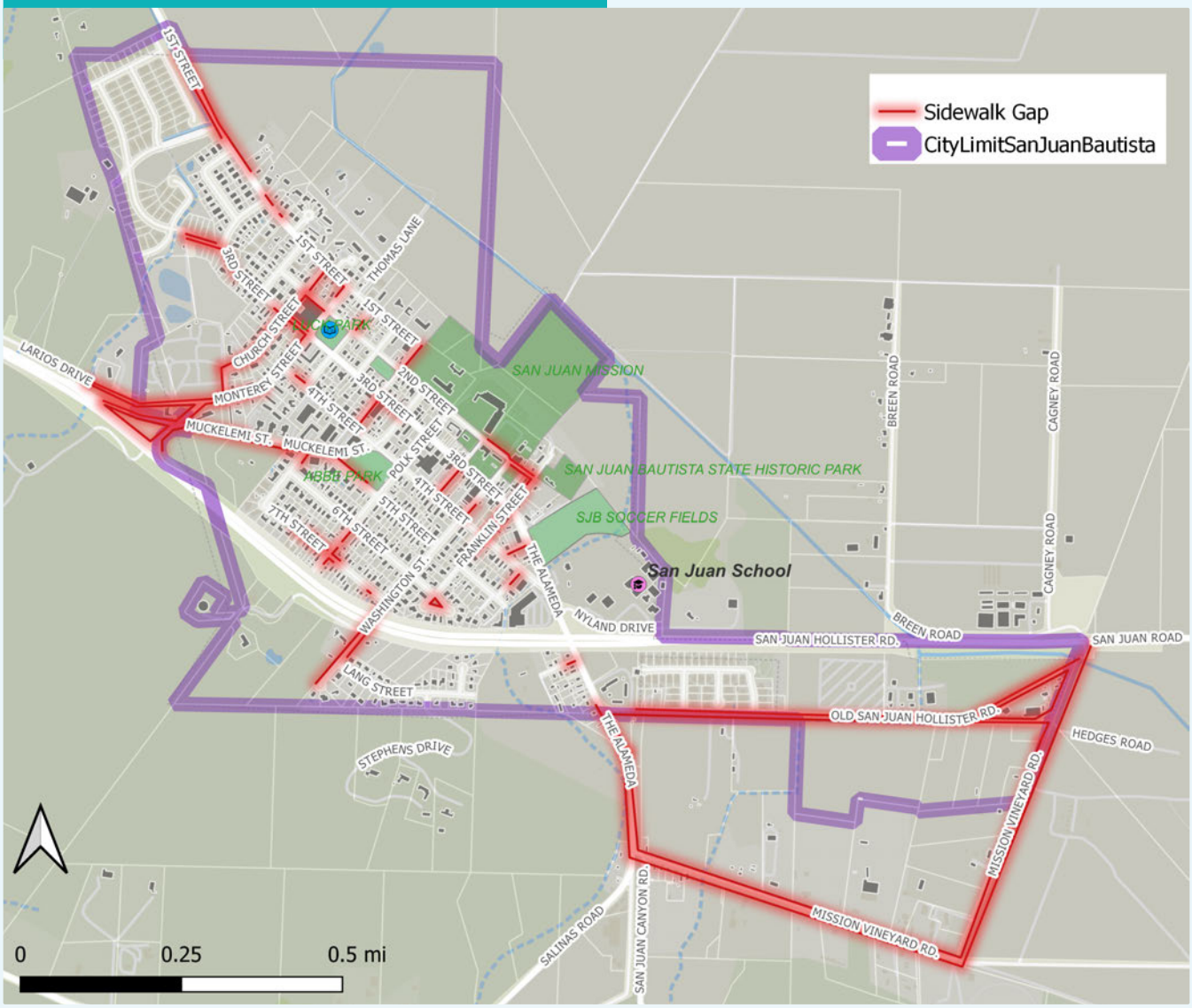


Fig 9. ILLUSTRATION: Recommended bike path and walkway in the SR-156 Multi-Modal Enhancement Study

Sidewalks Gaps in San Juan Bautista



Map 6. Existing sidewalk gaps, 2022

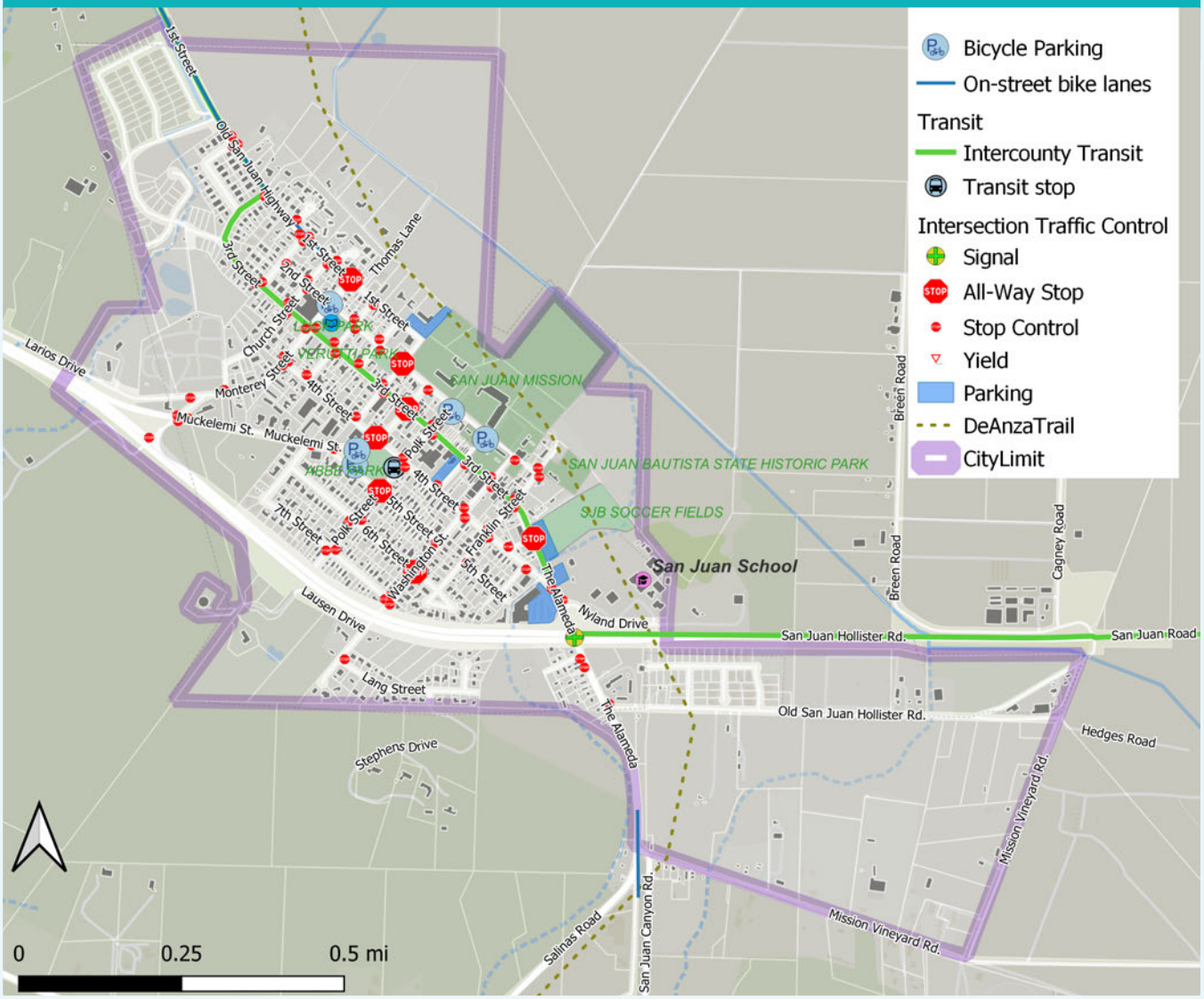
BICYCLING IN SAN JUAN BAUTISTA

San Juan Bautista currently lacks a defined network for bicycling, but there are bicycle lanes – as identified in the *2009 San Benito County Bike and Pedestrian Master Plan* – connecting the city to Anzar High School along 1st Street/San Juan Highway, and the soon-to-be-implemented bike lanes along SR-156. These existing and planned facilities provide opportunities for more confident and experienced cyclists but may not offer the level of comfort and safety for the more casual bicycle user.

Fig 10. Bicycling on Muckelemi Street during the June 2022 Bicycle Audit

Fig 11. Bicycling on Lavigno Street during the June 2022 Bicycle Audit

Existing Bicycle, Transit, Traffic Controls, and Off-Street Parking in San Juan Bautista

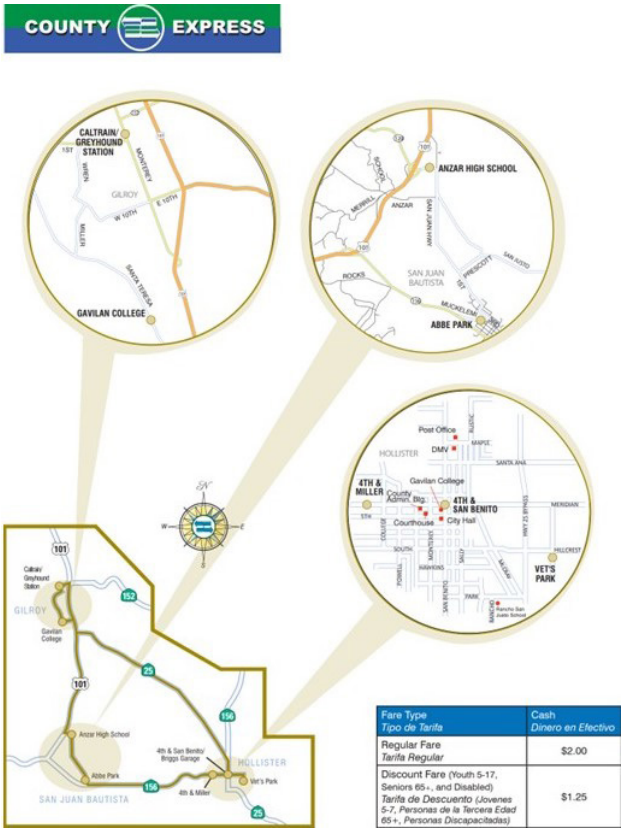


Map 7. Existing bicycle, transit, traffic controls, and off-street parking in San Juan Bautista

TRANSIT IN SAN JUAN BAUTISTA

Trips within San Juan Bautista are, for the most part, easily accessible by walking or a bicycle ride. Travel beyond San Juan Bautista to the nearby communities of Hollister, Gilroy, or further is better served by automobile or transit. Those who are unable to drive rely on the regional transit network for these trips.

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 (seven trips daily, Monday to Friday) and Gavilan College in Gilroy (eight trips daily, Monday to Friday) to the north. The current bus stop location at Abbe Park is a ten-to-fifteen-minute walk for people living and working within the core of San Juan Bautista. The location, although adequately accessible, is not centrally located to the downtown or commercial uses closer to the intersection of The Alameda and SR-156. Chapter 6 includes a recommendation to develop a multi-modal hub north of the intersection of SR-156 and The Alameda, that would include adding a stop or relocating the current stop to the new location.

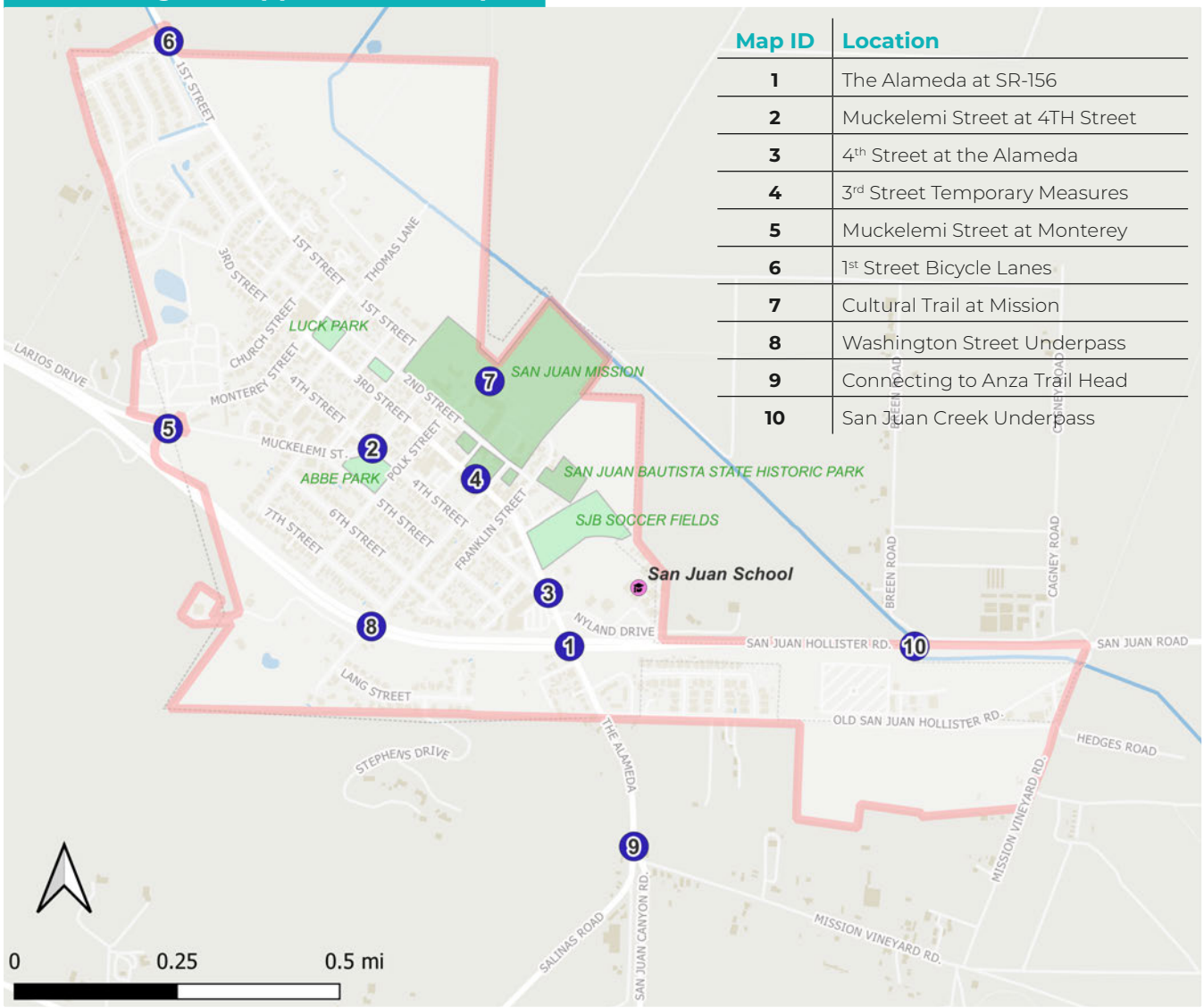


Map 8. SBC Intercounty Transit Route Map

Fig 12. Intercounty Transit bus and transit stop on Polk Street at Abbe Park

3. Challenges & Opportunities

Challenges & Opportunities Map



Map ID	Location
1	The Alameda at SR-156
2	Muckelemi Street at 4TH Street
3	4th Street at the Alameda
4	3rd Street Temporary Measures
5	Muckelemi Street at Monterey
6	1st Street Bicycle Lanes
7	Cultural Trail at Mission
8	Washington Street Underpass
9	Connecting to Anza Trail Head
10	San Juan Creek Underpass

Map 9. Challenges and Opportunities Map

Based on the findings during the discovery process, existing conditions analysis, and June Charrette, the team identified several key challenges and opportunities that inform the recommendations included in this plan. The following is a summary of these challenges and opportunities by location with reference to the recommendations found in section 6.

1

The Alameda at SR-156

SR-156 divides San Juan Bautista, separating residents and businesses south of the highway from downtown and the rest of the city, and making it a significant obstacle for pedestrians and bicyclists to cross this intersection to access shopping and residential areas or the Anza Trail head without a car. The SR-156 Multi-Modal Enhancement Study includes recommendations for signal improvements, adding the crosswalk to the east leg and bike lanes along The Alameda, but more could be done to make this crossing safe and convenient for pedestrians and bicyclists.

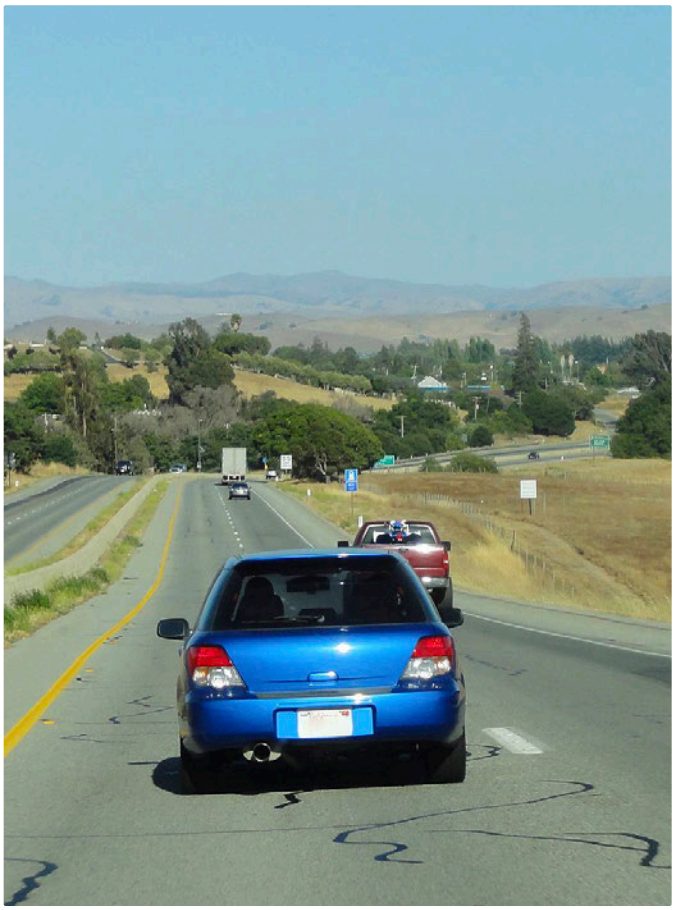


Fig 13. SR-156, West of San Juan Bautista

Fig 14. The Alameda at SR-156 Intersection, Image 1

Fig 15. The Alameda at SR-156 Intersection, Image 2

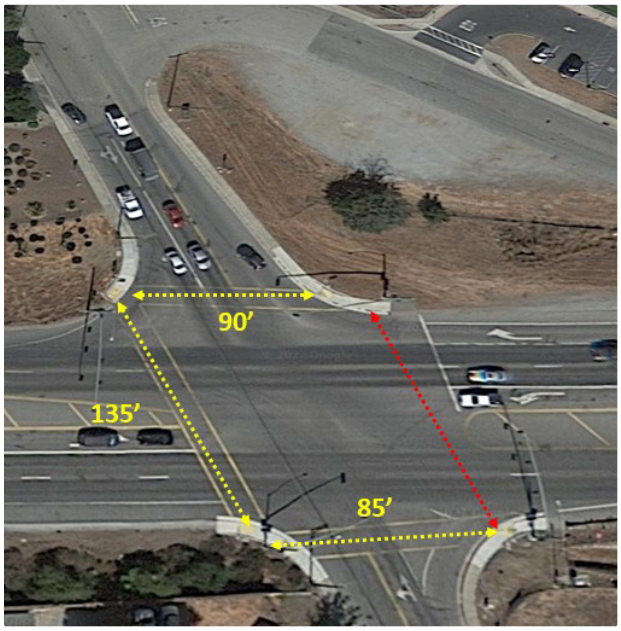


Fig 16. The Alameda at SR-156 Intersection, Image 3

SR-156 at The Alameda

Plan recommendations addressing The Alameda at SR-156 Intersection:

- Bicycle Multimodal Network Project 5 – Buffered and Separated Bike Lanes on The Alameda
- Intersection Project 5 – Roundabout at The Alameda at SR-156
- Any recommendations within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans

2

Muckelemi Street at 4th Street

Muckelemi Street provides access into San Juan Bautista (and a direct route through town) from SR-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 angled parking for office uses and Abbe Park.

Fig 17. Muckelemi Street at 4th Street, Image 1

Fig 18. Muckelemi Street at 4th Street, Image 2

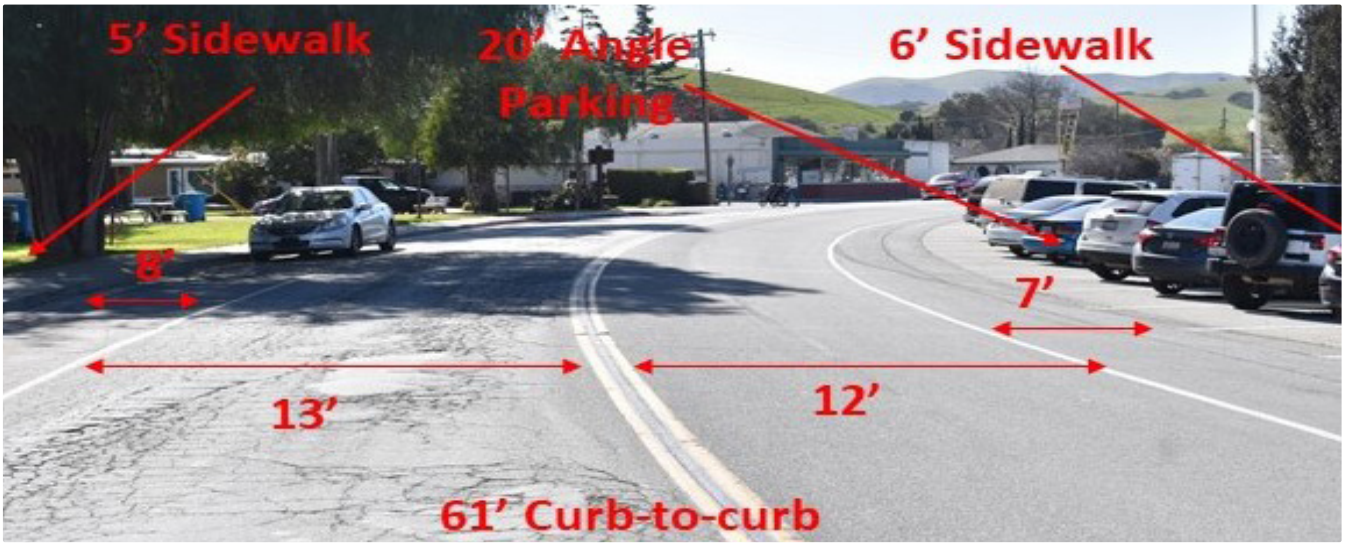


Fig 19. Muckelemi Street at 4th Street, Image 3

Plan recommendations addressing Muckelemi Street at 4th Street:

- Bicycle Multimodal Network Project 2 – Bike Lanes on Muckelemi Street
- Bicycle Multimodal Network Project 3 – Bike Lanes on 4th Street east of Muckelemi Street
- Intersection Project 2 – Modifying the intersection at Muckelemi at 4th Street

3

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 feet) and its angle with 4th Street create challenging conditions for bicyclists 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 crossing at mid-block on 4th Street, just north of the intersection, creating a direct crossing route (with morning and afternoon crossing guard) for school children coming down 4th Street and crossing both 4th Street and The Alameda to walk south to Nyland Drive and the San Juan School.

Fig 20. 4th Street at The Alameda, Image 1

Fig 21. 4th Street at The Alameda, Image 2

Fig 22. 4th Street at The Alameda, Image 3

Plan recommendations addressing 4th Street at The Alameda Intersection:

- Bicycle Multimodal Network Project 3 – Bike lanes on 4th Street
- Bicycle Multimodal Network Project 5 – Buffered and separated bike lanes on The Alameda
- Intersection Project 1 – Intersection modification at the 4th Street at The Alameda intersection

4

3rd Street Temporary Measures

Perhaps the silver lining of coping with the recent Covid-19 pandemic, beginning in early 2020, is the quick adaptation of 3rd Street in downtown to accommodate outdoor space for the numerous small shops and restaurants to remain viable. The conversion 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.

Fig 23. 3rd Street Temporary Measures, Image 1

Fig 24. 3rd Street Temporary Measures, Image 2

Fig 25. 3rd Street Temporary Measures, Image 3

All of these uses are temporary with the permitting renewed on an interim basis, making this the perfect time to evaluate how the temporary configuration is working and identify what 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.

Plan recommendations addressing the 3rd Street downtown corridor:

- Bicycle Multimodal Network Project 4 –Bike lanes on 3rd Street
- Streetscape Design Project 1 – Community process and redesign of 3rd Street

5

Muckelemi Street at Monterey Street (Entrance Exit to SR-156)

Muckelemi Street and Monterey Street 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 corner 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 speeds as they continue down Muckelemi Street into the heart of the city.

Fig 26. Muckelemi Street at Monterey Street, Image 1

Fig 27. Muckelemi Street at Monterey Street, Image 2

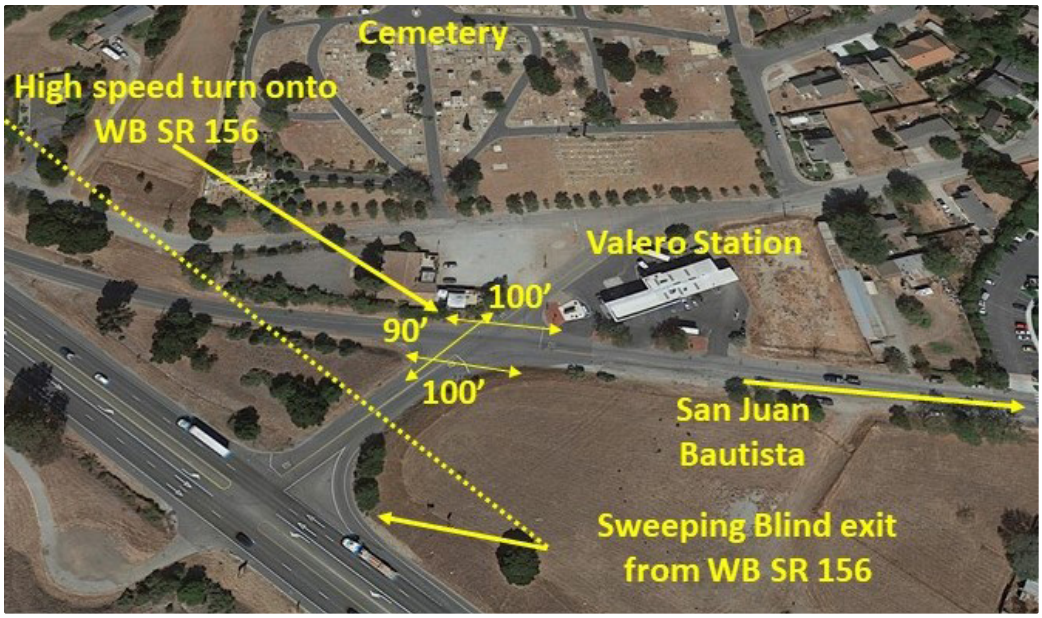


Fig 28. Muckelemi Street at Monterey Street, Image 3

Plan recommendations addressing Muckelemi Street at Monterey Street Intersection:

- Bicycle Multimodal Network Project 1 – Bike lanes on Monterey Street
- Bicycle Multimodal Network Project 5 – Bike lanes on Muckelemi Street
- Intersection Project 3 – Roundabout at Muckelemi Street and Monterey Street

6

1st Street Bicycle Lanes

Based on recommendations from the *2009 San Benito Bikeway and Pedestrian Master Plan*, bicycle lanes have been installed along 1st Street from downtown, extending north of the city on the San Juan Highway which connects to Anzar High School and US 101. These are Class II 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 less confident and experienced cyclist. Implementing a fully separated bicycle facility, or side-path along San Juan Highway would greatly improve conditions for a wider range of cyclists and likely increase the attractiveness for high school students commuting along the route.

Fig 29. 1st Street Bicycle Lanes, Image 1

Fig 30. 1st Street Bicycle Lanes, Image 2

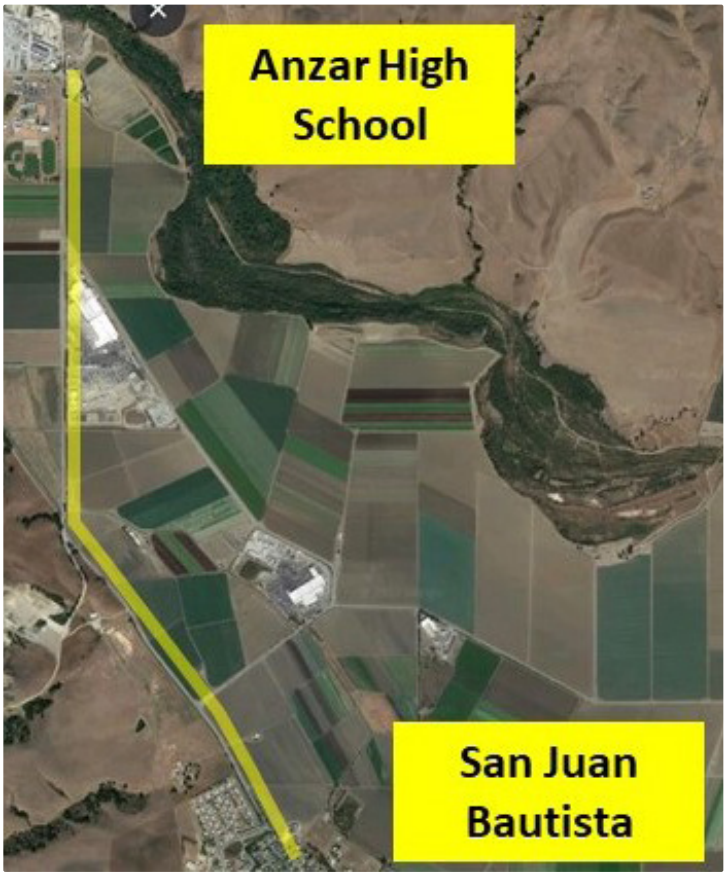


Fig 31. 1st Street Bicycle Lanes, Image 3

Plan recommendations addressing 1st Street/San Juan Highway:

- Bicycle Multimodal Network Project 7 – Buffered and separated bike lanes on 1st Street

7

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.

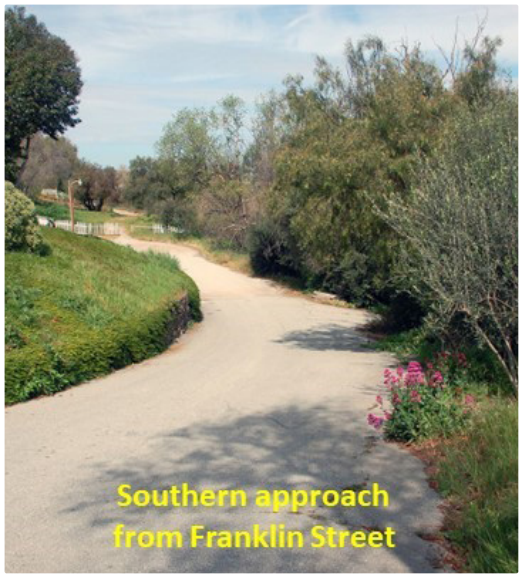


Fig 32. Anza Trail at San Juan Bautista Mission, Image 1

Fig 33. Anza Trail at San Juan Bautista Mission, Image 2

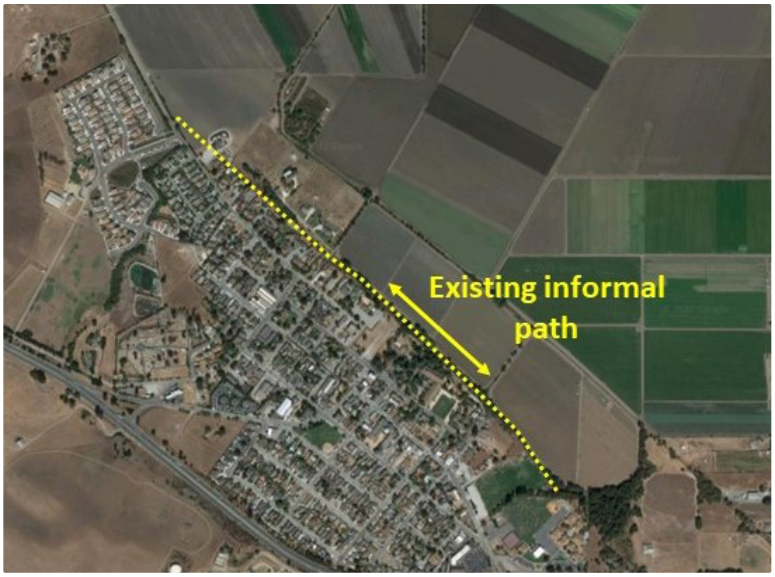


Fig 34. Anza Trail at San Juan Bautista Mission, Image 3

Plan recommendations addressing the Anza Trail at San Juan Bautista Mission:

- Bicycle Multimodal Network Project 18 – Camino Real/Cultural Trail shared use path

8

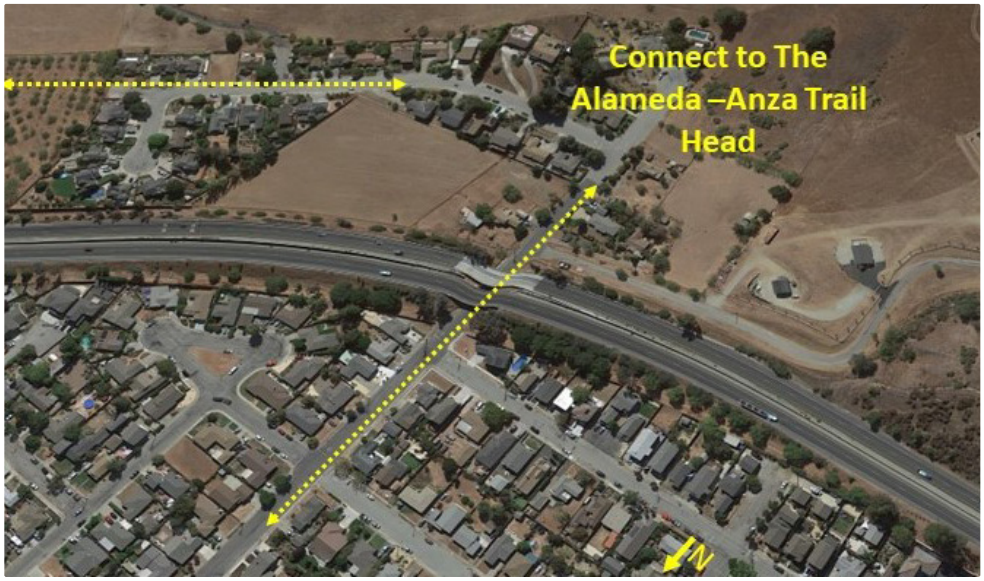
Washington Street Underpass

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 sides 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-wall 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.

Fig 35. Washington Street Underpass, Image 1

Fig 36. Washington Street Underpass, Image 2

Fig 37. Washington Street Underpass, Image 3



Plan recommendations addressing Washington Street Underpass:

- Bicycle Multimodal Network Project 6 – Bicycle friendly street on Washington/Lang Street
- Bicycle Multimodal Network Project 13 – Shared use path from Lang Street to The Alameda
- Intersection Project 7 – Mini circle at 4th Street and Washington Street intersection
- Intersection Project 8 – Mini circle at 6th Street and Washington Street intersection

9

Connecting to the Anza Trail Head

Less than a mile south of the intersection of The Alameda and SR-156, along the Old Stage Coach Road, is the Anza Trail Head, a popular facility for people looking for a day hike or bike ride. Currently, there is no 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, leading to the installation of security cameras to deter this activity.

Fig 38. Connecting to the Anza Trail Head, Image 1

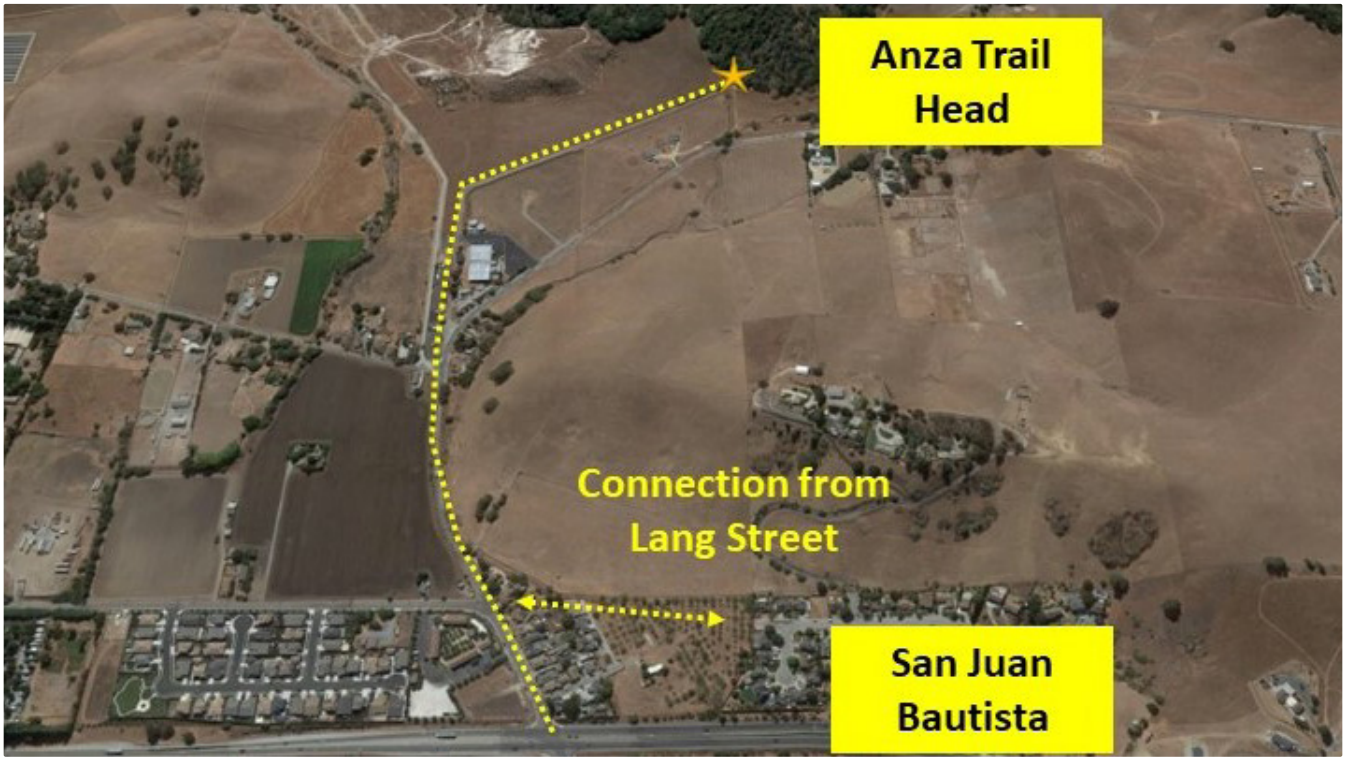


Fig 39. Connecting to the Anza Trail Head, Image 2

Plan recommendations addressing Connections to Anza Trail Head:

- Bicycle Multimodal Network Project 5 – Buffered and separated bike lanes on The Alameda
- Bicycle Multimodal Network Project 13 – Shared use path from Lang Street to The Alameda
- Intersection Project 5 – Roundabout at The Alameda and SR-156 intersection
- Intersection Project 6 – Roundabout at The Alameda and Mission Vineyard Road intersection

10

SR-156 San Juan Creek Bridge (Nyland Drive Connection to Breen Road)

As the SR-156 project adds a bicycle facility connecting San Juan Bautista to Hollister along the SR-156 corridor, an additional crossing opportunity of SR-156 exists with exploration of the bridge crossing San Juan Creek just south of Breen Road (northwest of the Mission Farm RV Park). The bridge is 75 feet long with an estimated ten to twelve feet in 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.

Fig 40. SR-156 San Juan Creek Bridge, Image 1

Fig 41. SR-156 San Juan Creek Bridge, Image 2

Fig 42. SR-156 San Juan Creek Bridge, Image 3

Plan recommendations addressing San Juan Creek SR-156 Underpass:

- Bicycle Multimodal Network Project 14 – Shared use path on Nyland Drive
- Bicycle Multimodal Network Project 15 – San Juan Creek underpass connector Breen Road to S.J. Hollister Road
- Bicycle Multimodal Network Project 12 – Shared use path along the new SR-156 Service Road

4. Community Engagement

The *San Juan Bautista Active Transportation and Community Connectivity Plan* was developed through a robust public process that engaged residents, businesses, cultural and community stakeholders, to improve connections to key destinations and address barriers to walking, cycling and transit use. The project employed a variety of engagement strategies to reach out to and engage stakeholders. Activities were held to provide unique opportunities and times to encourage public participation in the process. This included:

- Project Advisory Group meetings with residents and other stakeholders
- A project website and an online, interactive mapping feature
- Initial existing conditions site assessment
- Community design charrette
- Walking audits
- Bicycling tour
- Pop-ups tables in the city and at the Mission
- Stakeholder meetings
- Focus group meetings
- Project recommendations workshop
- Draft Plan workshop

Fig 43. Discussing a connection between the Mission and San Juan Elementary, June 2022

Fig 44. A workshop at the 18th Barrel Tasting Room to present draft recommendations, September 2022

Project Advisory Group

The following individuals formed the Project Advisory Group, which played a key role in all phases of the project:

Name	Agency	Title
Michelle Huntoon	Aromas-San Juan USD	Superintendent
Jill Leal	Caltrans, District 5	Associate Transportation Planner
Leslie Q. Jordan	City of San Juan Bautista	Mayor
Veronica Lezama	San Benito County Council of Governments (COG)	Transportation Planner
Valerie Egland	REACH San Benito Parks Foundation	Executive Director
Rene Anchieta	San Benito County	GIS Analyst
Heidi Jumper	San Benito County Arts Council	Marketing/Community Engagement Manager
Arielle Goodspeed	San Benito County Resource Management Agency	Principal Planner
Charlie Bedolla	Hollister Fire Department	Battalion Chief
Cara Vonk	San Juan Bautista Historical Society	Board Member
Wanda Guibert	San Juan Bautista Historical Society	Board Member
David Medeiros	San Juan Bautista Planning Commission	Commissioner
Lt. Silvestre Yerena	San Benito County Sheriff	Lieutenant
Valentin Lopez	Amahmutsun Tribal Band	Chairman

Table 2. Project Advisory Group (PAG) Members

Engagement with Key Stakeholders

Efforts were made to engage community leaders and groups during the project. In addition to individual community members, representatives from the following groups participated in this project:

- Amahmutsun Tribal Band
- Caltrans, District 5
- San Benito County Council of Governments (COG)
- Mission San Juan Bautista
- REACH San Benito Parks Foundation
- San Benito County Arts Council
- San Benito County Resource Management Agency
- San Benito County Sheriff
- San Benito County Health Foundation
- San Benito County Land Trust
- San Juan Bautista City Council
- Hollister Fire Department
- San Juan Bautista Historical Society
- San Juan Bautista Planning Commission
- San Juan Bautista Historic Resource Board
- San Juan Unified School District
- State Parks / San Juan Bautista State Historic Park

Fig 45. Participants identify issues and potential projects, Community Design Workshop, June 2022

Effective Outreach Methods

Several outreach methods were used to connect with, and engage residents, businesses, and other stakeholders about the project and upcoming events, and to maximize engagement. This included:

- **Posters to publicize events**, produced in English and Spanish, for community-wide distribution at City locations and posted at local businesses within the city.
- **Flyers**, produced in English and Spanish, mailed to residents with utility bills.
- **Announcements and flyer distribution** through the Project Advisory Group and other community networks.
- **Social media** to announce events and encourage public participation.
- A **project website** for event announcements and project updates.
- **Links to the active transportation mapping survey** on the City's website and advertised on social media and flyers.
- **Media releases** introducing the project to the community and announcing events.

Fig 46. Community event flyers in English and Spanish

Informative Project Website

A project webpage on the City's website was created for announcements and to house the project's interactive mapping features. This page included event notifications in English and Spanish, as well as links to deliverables across the project, and social media channels.

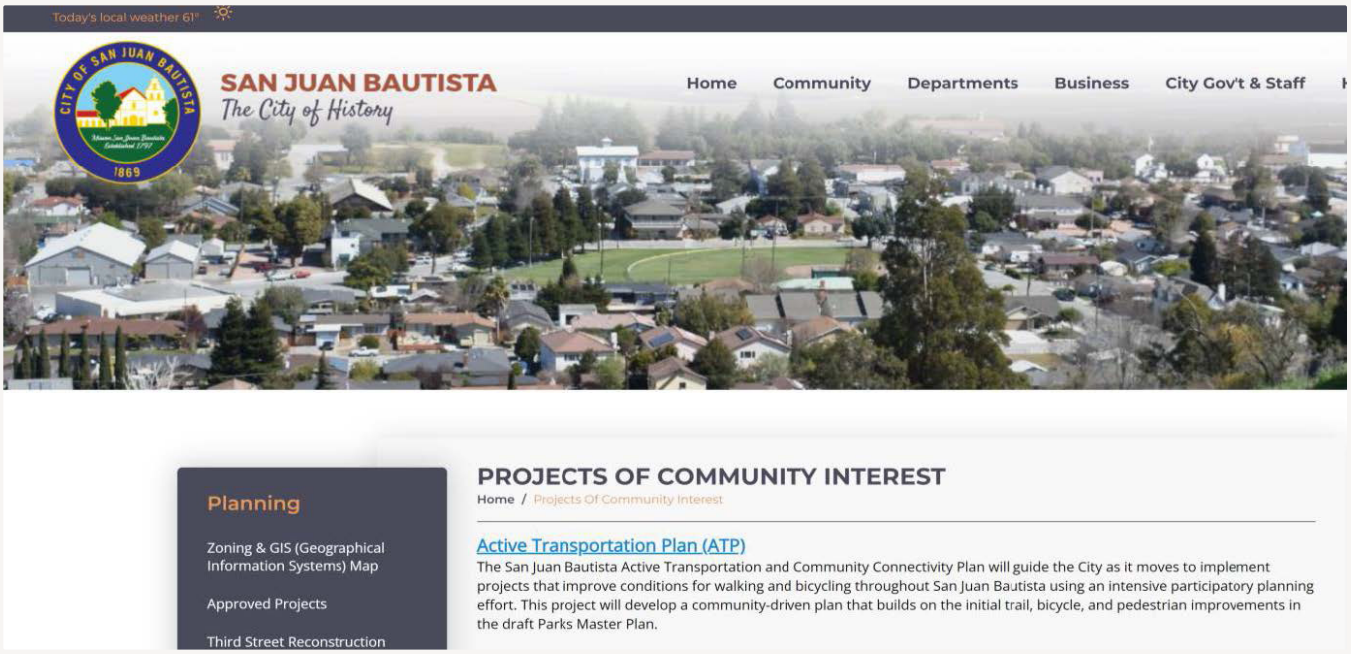


Fig 47. San Juan Bautista Project Website

Interactive Mapping Feature

An interactive mapping survey was created for the public to identify the challenges they experienced while walking, biking or using transit in San Juan Bautista. The system also allowed for comments so users could offer their ideas on solving issues, as well as identifying specific locations that needed to be addressed. Users could also draw the routes they like to use for walking and bicycling. The map was launched during the June engagement and made available through September 2022.

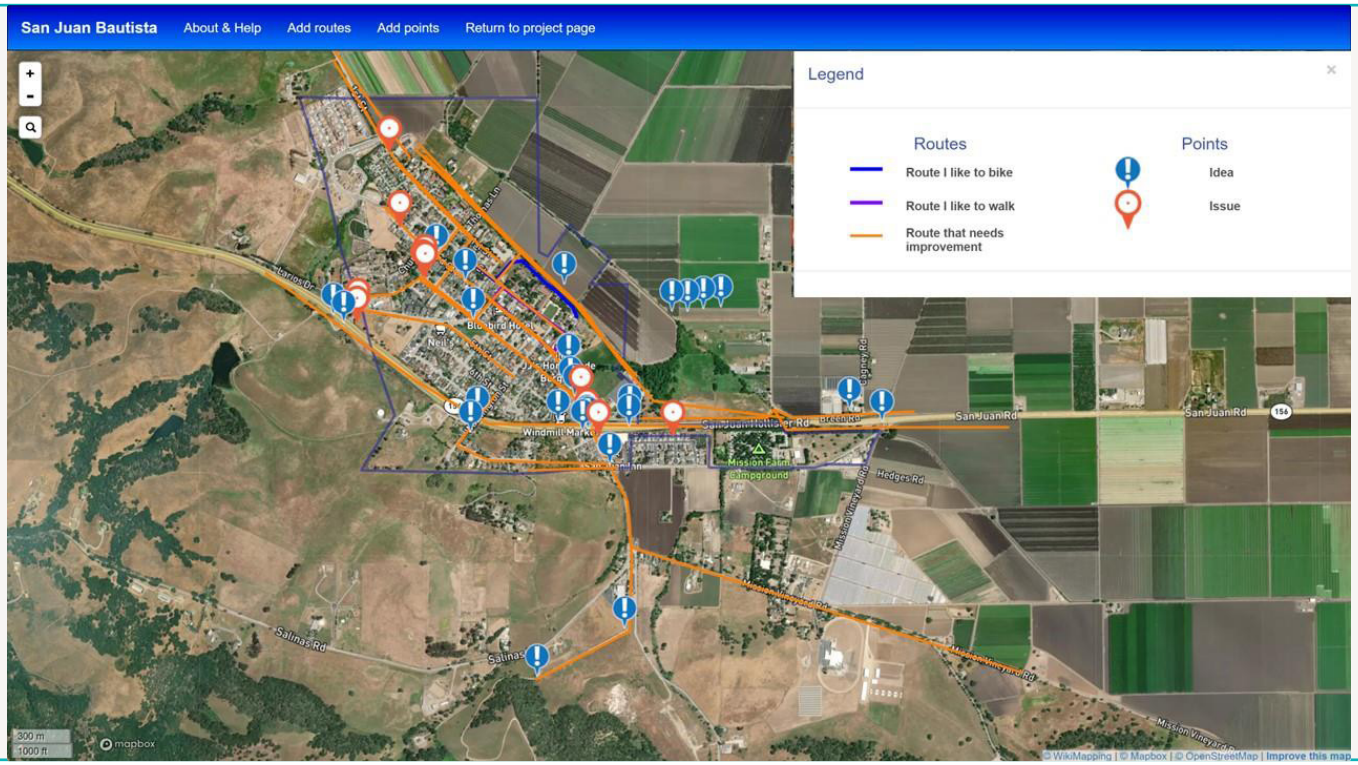


Fig 48. Interactive "WikiMap" from the project website

Engagement Opportunities

Initial Community Site Visit

On March 17 – 18, the project team facilitated the first Project Advisory Group meeting, as well as site tours and meetings with select stakeholders. The field tours provided an opportunity for team members to get a firsthand look at the conditions on the ground via walks and windshield audits of the community. The Project Advisory Group kickoff meeting provided the team with an introduction to key stakeholders, who served to inform the process and provide valuable input to the Plan and planning process.

The team also conducted stakeholder meetings with the San Benito County Council of Governments and project consultant TJKM, to discuss the SR-156 Multi-Modal Enhancement Study, and preliminary findings and recommendations, as well as meeting with the State Parks at the Mission, and City Council members.

Fig 49. The project team engaging a resident during the initial site visit, March 2022

Fig 50. The Project team embarking on a field walk hosted by the State Historical Park

Fig 51. The first PAG hybrid meeting (in-person and virtual) at the San Juan Bautista Public Library, March 2022

Community Design Charrette

A multi-day charrette was hosted from June 26–28, 2022. The purpose of the charrette was to spend three immersive days engaging people in various activities to identify opinions and attitudes about key issues and locations the Plan should address, and then develop initial recommendations that reflect the community desire. In consultation with the Project Advisory Group, the team held multiple activities to engage more than 60 residents and stakeholders in the community.

POP-UP TABLES

On Sunday, June 26, the team set up two pop-up tables in the early afternoon. Team members set up an information booth on 3rd Street to meet residents and tourists where they walk, shop and dine. A second booth was set up at the Mission San Juan Bautista, staffed by Spanish speaking team members, specifically to engage Spanish-language speakers. The pop-ups were an opportunity to promote the upcoming charrette events and engaged people about issues and ideas with large maps on-hand to identify ideas and concerns about specific locations with the project team.

Fig 52. Pop-up table interaction

WALKING TOUR 1

Later in the afternoon of June 26, team members led participants on a walking tour, starting at Mission San Juan Bautista State Park to discuss the El Camino Real, Earthquake Trail, Anza Trail, and the City's historic resources. This was also an opportunity for participants and the team to discuss specific walking and bicycling issues to address along the walk and provide a different perspective for discussion from maps.

Fig 53. Walking Tour #1 at Mission San Juan Bautista, June 2022

Focus Group Meetings

The team held separate meetings on June 27 to focus on the perspectives of specific stakeholder interests. Those meetings included:

- **Stakeholder Meeting with Agencies and Nonprofit Groups:** Attendees included City Staff, San Benito County Council of Governments, Caltrans, San Benito Land Trust, State Parks/San Juan Bautista State Historic Park. This was an opportunity to learn about other projects that would affect the Active Transportation Plan and to identify agency based issues and concerns for the team to consider when developing recommendations.

- **Focus Group Meeting on Safety:** The team met with San Benito County Sheriff and San Juan Bautista Fire departments to discuss current conditions and local knowledge of traffic issues and concerns, while developing an understanding of the needs and concerns for emergency responders in and around San Juan Bautista.

- **Focus Group Meeting on Economic Development:** Attendees included local business owners, members of the Economic Development Citizens Advisory Committee, and the Association of Monterey Bay Area Governments to discuss concerns and priorities for local businesses and identify how active transportation strategies could align with economic development goals.

WALKING TOUR 2

On June 27, the team facilitated a walking assessment of the conditions along Monterey Street to Abbe Park. This was an opportunity to discuss walking conditions on Muckelemi and 4th Streets, and issues around the transit stop and charging stations at Abbe Park.

Fig 54. Group and field shot of Walking Tour #2, June 2022

COMMUNITY DESIGN WORKSHOP

The culmination of the Charrette process, a Community Design Workshop, was held on June 27 at the local VFW Hall. At the beginning of the workshop, the team asked participants to write down their visions for the San Juan Bautista community over the next 20 years. Participants then had the opportunity to share those visions with the rest of the group. CivicWell and Blue Zones then did a short presentation to highlight the existing conditions of the area and the various tools and strategies for improving active transportation and overall community connectivity.

Fig 55. The project team presenting, Community Design Workshop, June 2022

After the presentation, large aerial maps were laid out on the tables, and participants were asked to break into groups to discuss issues, ideas and concerns related to walking, bicycling, other modes of transit, and connections to trails. Each table assigned a note-taker and person to report out, and they were then encouraged to provide their ideas and suggestions for active transportation projects that should happen within the city and to other major destinations.

After adequate time for discussion and recording notes on the map, each group was asked to briefly summarize the conversation and ideas to the rest of the attendees. The project team recorded the report-out of each group and provided feedback for clarification and to recognize the contributions. The maps were photo documented and further notes were reduced from the video recordings of the report-out.

Fig 56. A group sharing their ideas during the community workshop, June 2022

BICYCLING TOUR

On the morning of June 28, the team led residents on a bicycling tour around the City. This offered participants an opportunity to discuss issues around bicyclist safety and potential solutions with the project team, helping to inform development of bicycle facility recommendations.

Fig 57. Discussing how bicyclists navigate this intersection on the bicycling tour, June 2022

OPEN HOUSE

The Charrette concluded on the evening of June 28, with an Open House held at City Hall where the team, after working through the day to develop initial concepts and recommendations, were able to present ideas based on the community input from the prior activities. Participants offered additional input and reactions on the potential projects to the project team.

Fig 58. Participants at the Open House, June 2022

WHAT WE HEARD

During engagement activities, participants identified several opportunities for improvements and issues that should be addressed. Common themes and priorities that came up included:

- The need for improved bike and pedestrian facilities
- Safety concerns
- Opportunities to improve connectivity
- The benefits of a trail network
- Reduced traffic speeds within the city
- Better connections to schools
- To respect the history of San Juan Bautista
- To address universal design and accessibility challenges
- To address parking needs and event management

Participants also offered their suggestions about several opportunities they felt could be considered:

- Adding more bike lanes
- Increased access to the Anza Trail and open space
- A pedestrian bridge across SR-156
- Curb extensions at intersections
- Charging stations
- Improved Washington Street underpass
- Historical / cultural trail with connection to San Juan Elementary
- Improved maintenance of the Anzar High School Bike Trail
- Roundabouts
- Wider sidewalks at key locations
- Street alignment on 4th
- Angled parking where appropriate

Map 10. Multi-modal network identified by design workshop participants, June 2022

Project Recommendations Workshop

After processing feedback from the charrette and follow-up discussions, the team developed and mapped a draft list of infrastructure projects, policies and programmatic recommendations for this Plan. A workshop highlighting the draft project recommendations was held on September 27, 2022, at the 18th Barrel Room (who generously offered use of their patio space, which was closed for the evening for the workshop venue). This outdoor event provided an opportunity for participants to hear about initial recommendations and provide feedback on the draft goals, policies, programs, and pedestrian, bicycle, and trail projects for the Plan.

Several boards were created to provide the opportunity for additional comments and dot voting on recommendations and strategies. Initial project priorities included:

- Proposed roundabout at Muckelemi and Monterey Streets
- Proposed roundabout at The Alameda at SR-156
- Making Washington Street more bicycle friendly
- The proposed underpass near San Juan Creek under SR-156
- A shared-use path along the SR-156 service road
- Adding a bike lane on 4th Street
- Separated bike lanes/shared-use path along Cottage Coach Road
- **Separated bike lanes on Mission Vineyard Road**

Several non-infrastructure strategies were proposed for the Plan, with participants preferring the following strategies:

- Safer Routes to School (most votes)
- Street lighting upgrades
- Transportation Demand Management (TDM)
- Wayfinding
- A public art program
- Complete Streets / traffic calming effort
- A street tree program

Fig 59. Participants at the Draft Recommendations Workshop, September 2022

The feedback from this interactive community engagement process provided a comprehensive understanding of existing conditions and pedestrian and bicyclist needs, from the perspective of community members. Priorities and opportunities emerged through a consultative process, with key themes confirmed by participants and adhered to in the development and prioritization of recommendations. Based upon this engagement, Key Themes (Section 5) were identified and vetted by community partners and Recommendations (Section 6) are aligned with the community's input.

5. Key Themes

THEME 1: PLACE FIRST

CELEBRATE AND HONOR LOCAL HISTORY, CHARACTER, AND NATURAL BEAUTY.

San Juan Bautista enjoys a range of distinctive features that provide it with great community character. Being aware of the City's historic, cultural, and natural context is an essential foundation for developing a strong sense of place and celebrating its history. Only through the understanding and reinforcement of its character can San Juan Bautista flourish civicly and economically.

THEME 2: CONNECTED COMMUNITY

PROVIDE A COMPLETE NETWORK OF BICYCLING AND WALKING INFRASTRUCTURE PRIORITIZING ACCESS TO COMMUNITY DESTINATIONS.

Improving the multi-modal infrastructure by closing existing gaps will lead to increased bicycle and pedestrian safety and comfort as well as increased access to public amenities and community destinations such as parks and schools.

THEME 3: PRIORITIZE MULTI-MODAL ACCESS TO ENCOURAGE MODE SHIFT

STRENGTHEN ACCESS AND CONNECTIVITY TO TRANSIT AND MOBILITY OPTIONS TO REGIONAL DESTINATIONS.

To accommodate the growth in years to come, a greater number of short trips should be made by more efficient means such as walking, bicycling, taking transit, or shared vehicle trips. Providing options to get around locally and within the region will contribute to fostering a healthier community and increased quality of life.

THEME 4: BE A COMMUNITY FOR ALL

FOSTER A PLACE THAT SERVES PEOPLE OF ALL SOCIO-ECONOMIC BACKGROUNDS, AGES, AND PHYSICAL ABILITIES.

A community for all ensures the conditions for children and families to thrive. In general, past planning decisions nationwide have promoted systems, environments, and behaviors that contribute to significant disparities between different groups of people. The various gaps caused by differences in income, education, race and ethnicity, location, and other factors that can affect community health, can be addressed through planning practices that promote opportunity and prosperity for all. The desire is for no one to be at a disadvantage in achieving their full potential because of where they live, who they are, or what social position they occupy.

THEME 5: GROW SMART AND SUSTAINABLE

EMBRACE SUSTAINABILITY, INNOVATION, AND ECONOMIC DEVELOPMENT.

The expected growth in this community and increasing number of cyclists, pedestrians, and transit users reinforce the need for sustainable and active streetscapes that support the local business community and provide a more comfortable environment for all users.

THEME 6: CREATE A HEALTHY COMMUNITY

MAXIMIZE OPPORTUNITIES FOR HEALTHY LIFESTYLES INCLUDING PHYSICAL ACTIVITY AND ACCESS TO LOCAL, HEALTHY FOOD.

Where we live, work, and play has a major role in shaping our health and well-being. This is true for everyone, but is felt even more among vulnerable populations, who are less likely to have access to nutritious, affordable food and opportunities for routine physical activity, and are more likely to be exposed to environmental pollutants and circumstances that increase stress. The desire is for San Juan Bautista to incrementally enhance the built environment and expand resources such that residents of the community live longer, healthier, and happier lives.

THEME 7: PRIORITIZE SAFETY AND SECURITY

MAINTAIN THE SAFE, COMFORTABLE HUMAN-SCALE PACE OF STREETS IN AND AROUND SAN JUAN BAUTISTA.

As cited in the 2021 *Dangerous by Design* publication by Smart Growth America and the National Complete Streets Coalition, the number of people killed nationwide while biking or walking has been rising, growing by over 45% during the last decade (2009-2019 data). A community that lacks a safe and comfortable street network that meets the needs of all users will suffer—in its economy, its social well-being, and its health. The desire is for San Juan Bautista to continue applying context sensitive design principles on city streets to support residents and visitors, while supporting land uses and businesses, and overall community goals.

6. Plan Recommendations

MULTI-MODAL FOCUS

The Active Transportation and Community Connectivity Plan focuses on development of a robust multi-modal network that will foster seamless transitions from one mode to another, with specific focus on the unique needs of those who walk and bicycle for all or part of their journey. This plan is not just about bicycling and walking; it is about community mobility and increasing connectivity and 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 first and last mile trip needs. A robust multi-modal San Juan Bautista will make it easier for residents and visitors to experience San Juan Bautista without depending on the automobile. Even those who want to drive automobiles will benefit from improved options and accessibility once the car is parked.

Fig 60. San Juan School

COMPLETE STREETS

Complete Streets is a policy approach that emphasizes providing more transportation choices for ALL by planning, designing, operating, and maintaining streets to accommodate pedestrians, bicyclists, transit, and other users. Complete Streets improve mobility and urban livability by providing safe, comfortable, convenient, and accessible transportation choices for people of all ages, abilities, and incomes while enhancing the public realm by incorporating amenities such as vegetation, lighting, and other streetscape improvements. Complete Streets policies are becoming standard practice among agencies seeking to "rethink" the role of streets and delivery of transportation services. Caltrans adopted a Complete Streets Policy in 2021 that covers funding, planning, project delivery, safety programs, maintenance, and operations of the State network. The city of Hollister adopted a Complete Streets Policy and the San Benito Council of Governments (COG) was a partner in the development of the Monterey Bay Area Complete Streets Guidebook, which is intended to assist local communities with implementation of Complete Streets.

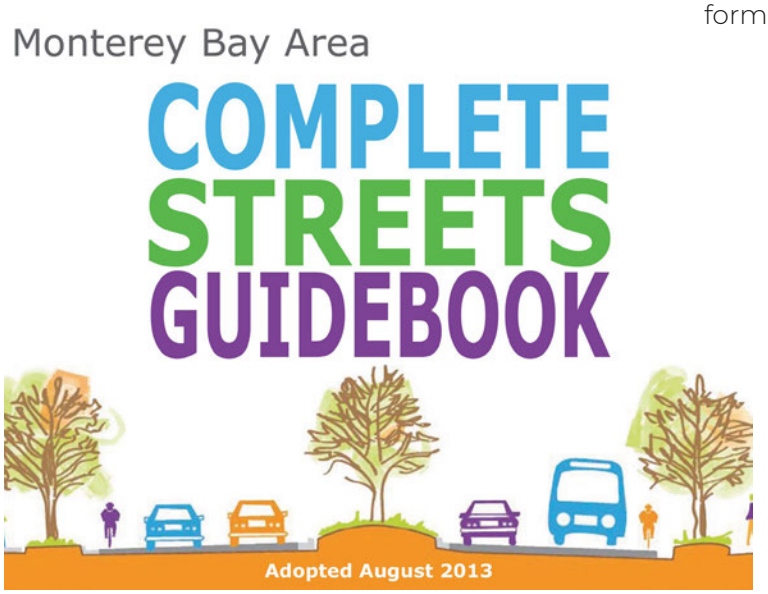


Fig 61. Monterey Bay Area Complete Streets Guidebook

The 2016 San Juan Bautista Community Plan includes recommendations for a City Complete Streets Policy and implementation. This Active Transportation and Community Plan is developed with a Complete Streets Approach including recommendations for the City to formalize Complete Streets moving forward.

Complete Streets policies are becoming standard practice among agencies seeking to "rethink" the role of streets and delivery of transportation services. Caltrans adopted a Complete Streets Policy in 2021 that covers funding, planning, project delivery, safety programs, maintenance, and operations of the State network. The City of Hollister adopted a Complete Streets Policy and the San Benito County Council of Governments (COG) was a partner in the development of the *Monterey Bay Area Complete Streets Guidebook*, which is intended to assist local communities with implementation of Complete Streets.

The 2016 *San Juan Bautista Community Plan* includes recommendations for a City Complete Streets Policy and implementation. This plan is developed with a Complete Streets approach including recommendations for the City to formalize Complete Streets moving forward.

The network recommendations in this chapter are organized into four categories based on project type and mode:

Bicycle Multi-Modal Network – These recommendations focus on the development of the City's bicycle facility network including on-street bikeways, off-street trails, and intersection improvements that make cycling safer and more attractive to a wider audience.

Sidewalk Network – These recommendations include filling the sidewalk gaps and improving accessibility of the sidewalk network.

Streetscape Design – These recommendations focus on 3rd Street downtown and The Alameda from downtown to SR-156. These streets are both the gateway and main street for San Juan Bautista.

Intersection Modifications – These recommendations address treatments to various key intersections in San Juan Bautista. These treatments address safety and slower but efficient vehicle travel, while embracing the context and character of the community.

Multi-Modal Hub – This recommendation would provide an intermodal staging area located southwest of downtown near the intersection of The Alameda and SR-156 to accommodate public transit, private buses, parking for motor vehicles, and services to support travel by bicycling and walking, providing nearby access to many destinations and several public, private, and non-profit entities.

In addition to the network recommendations, the chapter concludes with a variety of policy and program strategies that align with recommendations in the *2035 General Plan* and lay the groundwork for successful implementation.

BICYCLE MULTI-MODAL NETWORK

Developing a first-class bicycle multi-modal network is more than just putting lines on a map and painting lanes on some streets. It requires us to consider the unique needs of a wide range of cyclists and design a system that accommodates these needs.

In the past, bicycle planning was focused on design practices focused on bicycle advocates and enthusiastic cyclists. This process resulted in many communities squeezing out space to fit bicycles into the busy traffic environment without asking the less confident cyclists what they wanted. Thanks to a growing body of literature around cyclist needs and best practices for design, we now have a better understanding of attitudes about cycling and how better design can encourage more people to consider cycling for recreation and transportation.

FOUR TYPES OF CYCLISTS

Research that emerged from work initiated by Roger Geller at the City of Portland, Oregon, 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].

Fig 62. Family on bicycles

[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.*

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. These cyclists will use dedicated facilities but are motivated by cycling the shortest distance from point A to point B with little concern for motor vehicle conflict. These cyclists represent anywhere from 1-4% of the population and have needs that are significantly different than most bicyclists.

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 these cyclists 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 these cyclists is lower stress experiences; they prefer 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 these cyclists will result in a system that makes cycling accessible to the full community.

Enthused and Confident

People in this category are generally experienced and comfortable sharing the roadway with vehicles although they prefer dedicated facilities and will 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 traditional bicycle lanes, neighborhood and low-speed streets, shoulders, and roadside trails, but will prefer bikeways that provide separation (buffers) from higher speed motor vehicles or off-street where provided.

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. Improving the comfort, safety and dignity of cycling may change the attitude of some "No way no how" folks and shift them to the interested but concerned group.

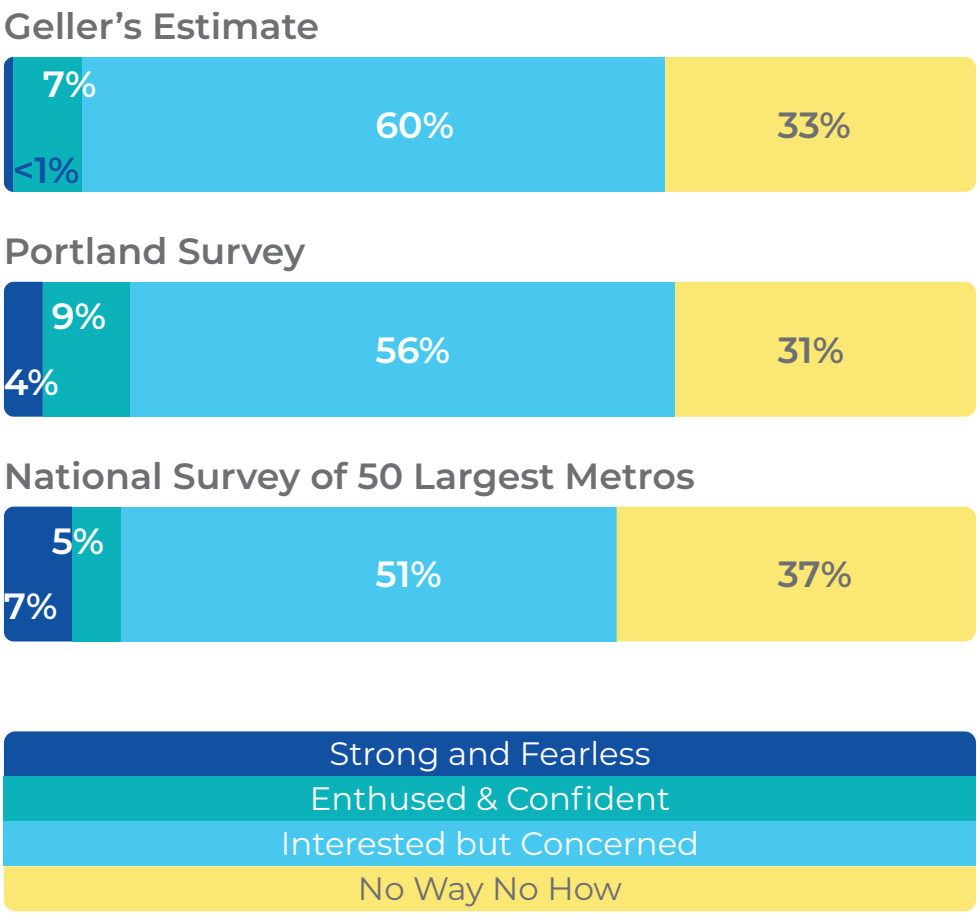


Fig 63. Types of cyclists

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

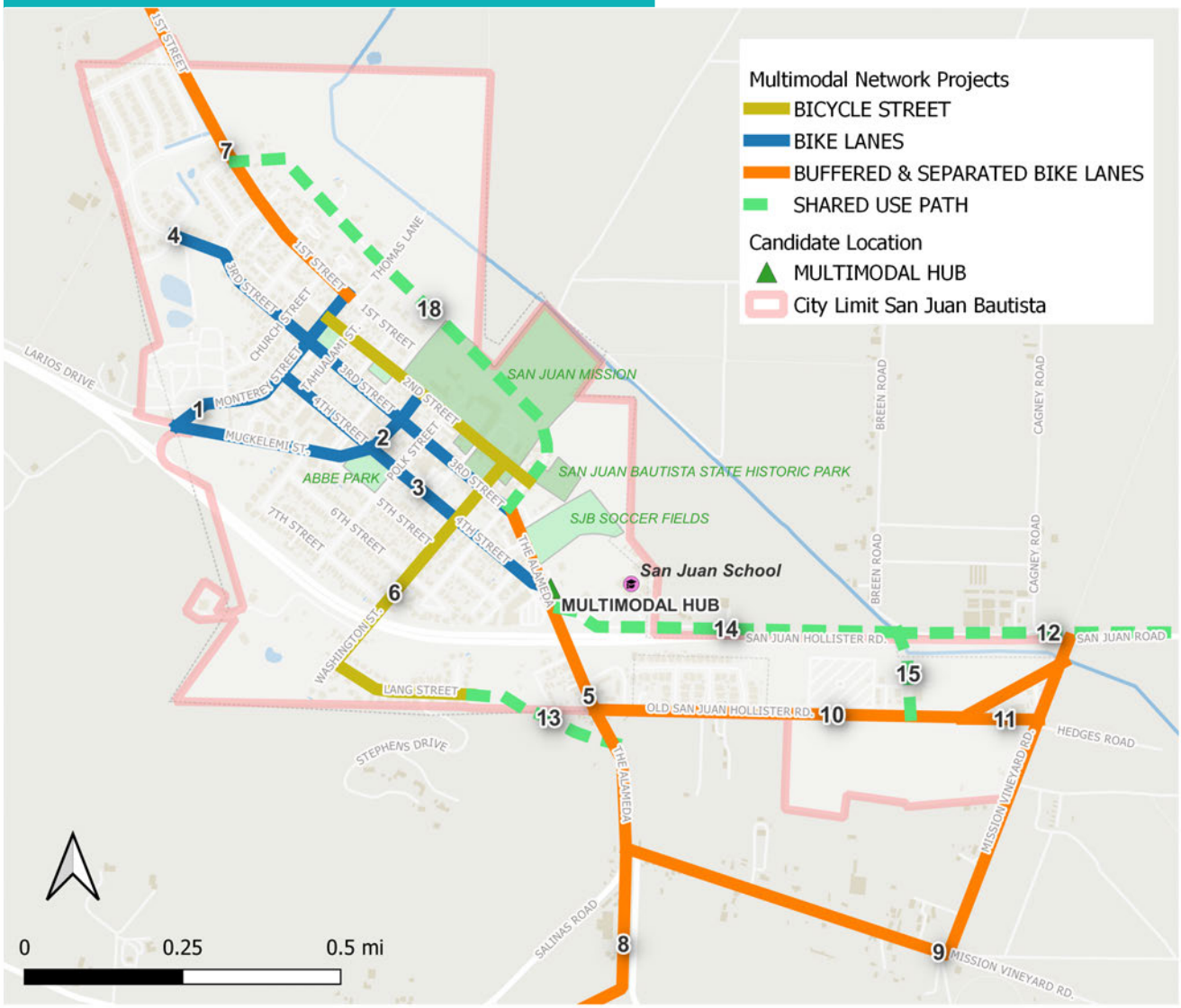
Fig 64. Communities must anticipate a range of cyclists and abilities as they design for active transportation

The multi-modal network consists of the on-street bicycle and shared-use path networks that, when combined with the sidewalk network, provide for a community-wide active transportation network. While the sidewalk network is well developed, outside of some key gaps identified in the existing conditions analysis, the bicycle and trail network are less developed and poorly defined in San Juan Bautista. The multi-modal network includes several categories of on- and off-street facilities.

Bicycle Multi-Modal Network Category	Projects	Length (Miles)
Bicycle Friendly Streets	2	1.05
Bike Lanes	4	2.01
Buffered & Separated Bike Lanes	6	5.34
Shared Use Paths	5	5.38
Totals	**17**	**13.72**

Table 3. Bicycle Multi-Modal Network Categories

Bicycle Multimodal Network Project Map



Map 11. Bicycle Multimodal Network Project Map

The facility type recommendations are intended to provide a consistent level of comfort and safety based on the existing and future traffic conditions in and around San Juan Bautista. The following are the multi-modal network recommendations along with descriptions of each facility type and why each facility type has been selected for specific contexts in the community.

BICYCLE FRIENDLY STREETS

Bicycle Streets, often referred to as "bicycle boulevards" or "neighborhood greenways", are low-volume, low speed residential or local streets where cyclists can safely and comfortably share space with motorists. Marked bicycle lanes are not used in these environments, but subtle traffic calming treatments may be needed to discourage unwanted cut-through traffic or inappropriate travel speed by motorists. A bicycle street is a special type of Class III Bikeway, as defined by the Caltrans Highway Design Manual, Chapter 1000 on Bicycle Transportation Design, hereinafter "Chapter 1000".

Fig 65. Low volume, low speed streets provide adequate comfort for most bicyclists (Minneapolis, MN)

Bicycle Friendly Street Projects

MAP ID	Location	Length (Feet)	Length (Miles)
6	WASHINGTON STREET/LANG STREET	3,387	0.64
19	2ND STREET FRANKLIN TO MONTEREY	2,153	0.41
2	Projects/Totals	5,540	1.05

Table 4. Bicycle Friendly Street Projects

The Washington Street and Lang Street (from 2nd Street to the future Lang Street Connector) project builds on the existing conditions to provide a low-speed, low-volume facility with a key multi-modal connection under SR-156 at the Washington Street underpass. This project should be coordinated with Intersection Projects 7 & 8 (mini circles on Washington Street at 4th Street and 6th Street), especially as the Lang Street connection is made and the likelihood of increased motor vehicle traffic occurs.

This project, along with the Lang Street connection or an interim shared use path following that route, would provide an alternative to The Alameda for bicyclists to travel between most of the city and the portion of the city south of SR-156. Even if the intersection of SR-156 and The Alameda is improved by installation of a roundabout and/or separated (or buffered) bicycle lanes (as recommended elsewhere in this document), the grade separation at Washington Street could provide a route that allows bicyclists to avoid the potential delays and safety concerns presented by the significant volume of traffic on SR-156.

The 2nd Street project provides access to the Mission and State Park historical sites with an emphasis on further traffic calming 2nd Street and improving the visibility and safety of crossings at Polk and Monterey streets by coordinating with Intersection Projects 9 & 10 (curb extensions with high visibility crosswalks) and additional traffic calming with a mini circle at Monterey Street (Intersection Project 11).

Fig 66. Subtle pavement markings, including shared lane markings (shown) can help identify the bicycle street (Portland, OR)

BICYCLE LANES

Perhaps the most common on-street bicycle facility type, the bicycle lane (or Class II Bikeway, per Chapter 1000), provides bicyclists with dedicated space within the roadway, set aside from general use travel lanes by pavement markings. Bike lanes are appropriate where traffic volumes are higher than local residential streets, for example, on streets with moderate volumes and operating speeds under 30 mph. Bike lanes are recommended on the collector and minor arterial streets within San Juan Bautista, where low motor vehicle speeds and other conditions are appropriate for marking bicycle lanes to provide comfort and safety for a wider range of user abilities.

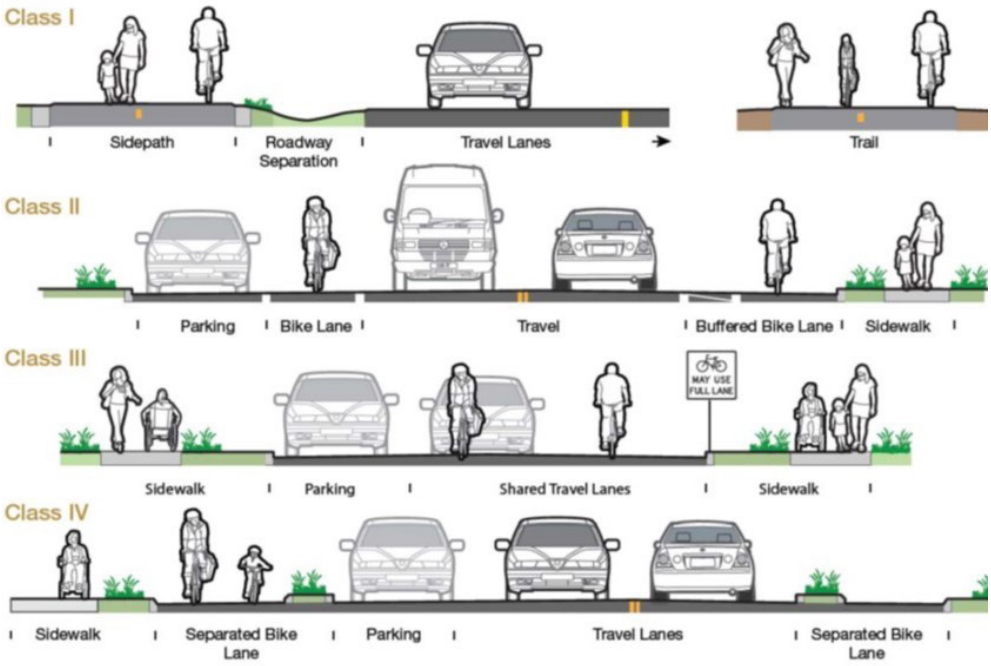


Fig 67. Caltrans Bikeway Classifications, Caltrans Highway Design Manual

Implementation of bicycle lanes works best with additional traffic calming measures including narrow travel lanes, managed on-street parking, intersection curb bulb-outs, mini-circles, and roundabouts. Several intersection recommendations should be coordinated with bike lane implementation (Intersection Projects 2, 3, 4 & 7).

Bicycle Lanes Projects

MAP ID	Locations for Bicycle Lanes	Length (Feet)	Length (Miles)
1	MONTEREY STREET	1,890	0.36
2	MUCKELEMI STREET	2,254	0.43
3	4TH STREET	2,804	0.53
4	3RD STREET	3,676	0.70
4	Projects/Totals	10,624	2.02

Table 5. Bicycle Lane Projects

BUFFERED BICYCLE LANES AND SEPARATED BICYCLE LANES

In situations where traffic volume and/or speed make merely striping bicycle lanes adjacent to general use travel lanes less desirable from a comfort and safety perspective, additional buffering or separation is necessary to provide enough comfort for a wider range of user abilities.

Fig 68. Paint Buffer Bike Lane, FL

A buffered bicycle lane is a special type of Class II bicycle lane that has a horizontal buffer marked with pavement delineation, without a vertical separation element between the bike lane and the general use travel lane. A separated bicycle lane (or Class IV Bikeway, per Chapter 1000) includes grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking between the separated bikeway and the through motor vehicle traffic. Along rural highways, like San Juan Highway (where traditional shoulder Class II bicycle lanes exist) it is desirable to create separation by expanding the bike lane along the shoulder to provide a hatched buffer three to six feet wide and possibly installing vertical elements.

Fig 69. Side paths can be added by paving beyond the shoulder; flex posts can delineate the separation (rural Oregon)

When choosing between buffered bicycle lanes and separated bicycle lanes, it is important to consider maintenance issues. Vertical elements or grade separation generally provide better comfort for bicyclists than a painted buffer, but vertical elements can make it more difficult to maintain the bicycle lane. Painted buffers are often used as a compromise to provide additional comfort for bicyclists while not requiring specialized maintenance equipment, such as a narrow street sweeper.

Buffered & Separated Bike Lanes Projects

MAP ID	Locations for a Buffered Bicycle Lane	Length (Feet)	Length (Miles)
5	THE ALAMEDA	3,007	0.57
7	FIRST AVE/SAN JUAN HIGHWAY	13,075	2.48
8	OLD STAGE ROAD CONNECT ANZA TRAIL HEAD	1,800	0.34
9	MISSION VINEYARD ROAD	5,653	1.07
10	OLD SJ HOLLISTER ROAD	4,039	0.76
11	OLD SJ-HOLLISTER ROAD (CONNECT TO HEDGES)	641	0.12
6	Projects/Totals	28,215	5.34

Table 6. Buffered & Separated Bike Lanes Projects

The collector and arterial roadways outside of downtown San Juan Bautista generally have posted and operating speeds higher than 35 MPH and larger volumes of trucks and farm equipment. In these situations, buffered bicycle lanes or separated bicycle lanes are recommended.

For the purposes of this plan, project descriptions and cost estimates will use separated bicycle lanes, with the recognition that the projects could be modified to include buffered bicycle lanes during implementation, due to maintenance concerns.

Another consideration would be to implement buffered bicycle lanes in the short term with the intent to add vertical or grade separation in the future when additional construction funding and/or maintenance equipment is available.

Fig 70. Bicycle lane example

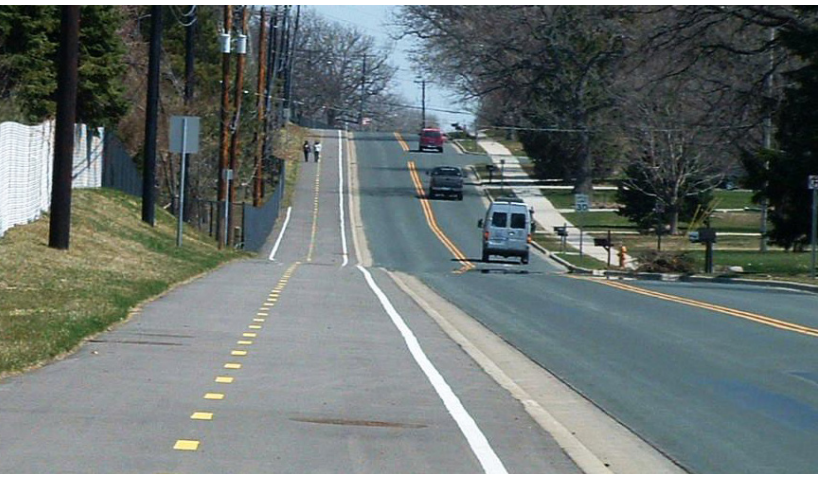
SHARED USE PATH

Shared use paths provide the highest level of comfort, access, and safety for users. *The Caltrans Highway Design Manual*, Chapter 1000 defines and describes Class 1 bikeways but calls them "bike paths." This plan will use "shared use paths" for paved paths that meet Chapter 1000 design guidelines for Class I bikeways since the paths will be open to both bicyclists and pedestrians, as well as users of other micro-mobility devices or vehicles if allowed by law. The word "trail" is often used in the names of shared use paths and will be used interchangeably with "shared use path" in this plan.

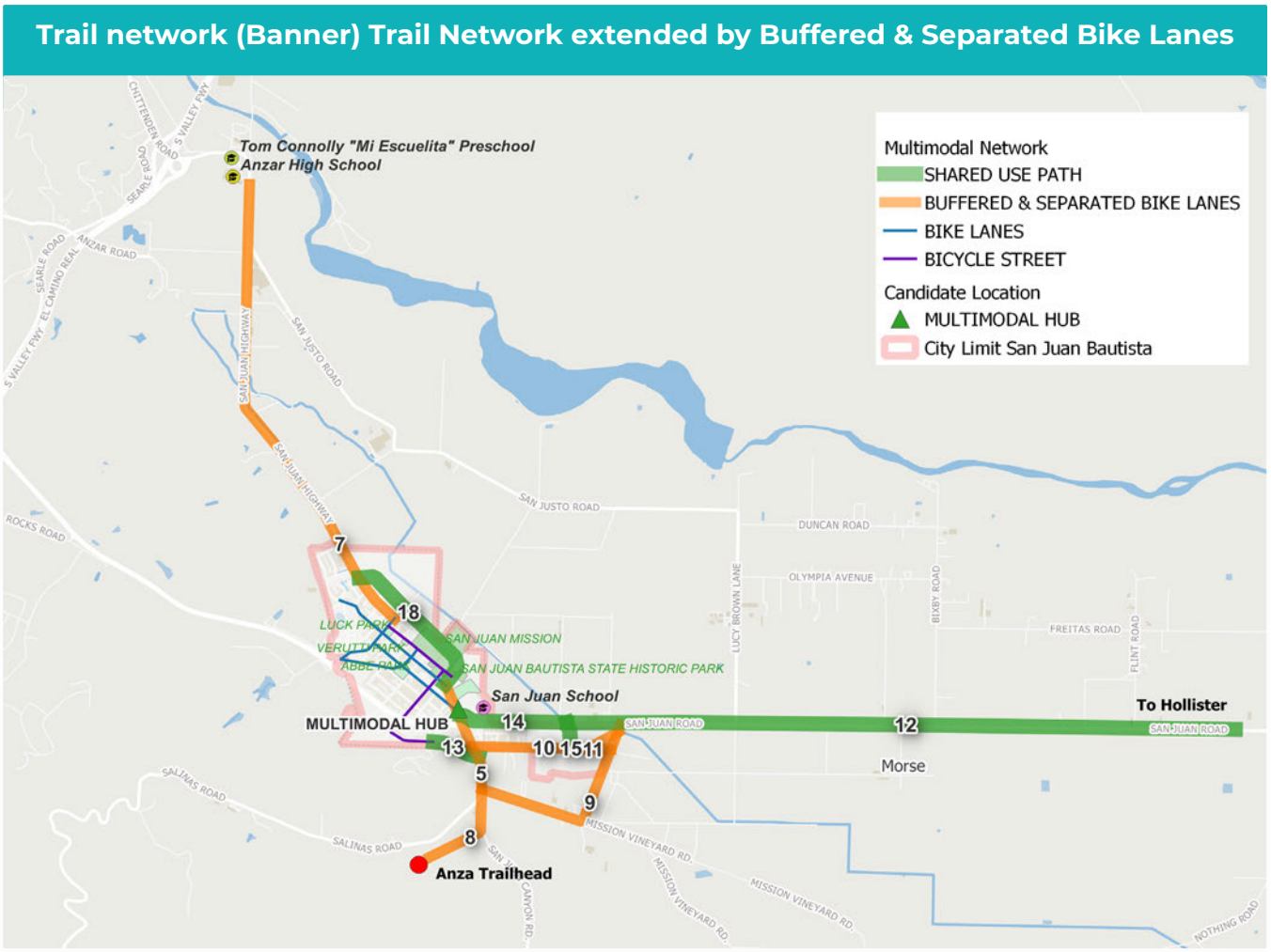
Shared use paths add measurably to building a reliable, efficient, and socially equitable transportation system. They can also enhance the enjoyment and use of parks and open lands. These important paths can address short links into and out of neighborhoods, and create connections with recreational, cultural, historical, and natural areas. In short, they connect nature to urban life, pump life into eco-tourism, and provide health, fitness, and social connections that are not provided by many streets. These paths are restricted primarily to non-motorized users and often placed outside of the roadway right-of-way (sometimes along riparian corridors, utility easements, abandoned railroads, or existing desire paths).

Fig 71. Wayfinding, like this example from Xenia, OH, helps the trail network operate as a cohesive system that is easy to navigate

Fig 72. Trail systems may include side paths to make final connections, such as in Golden Valley, MN (left) and Xenia, OH (right)



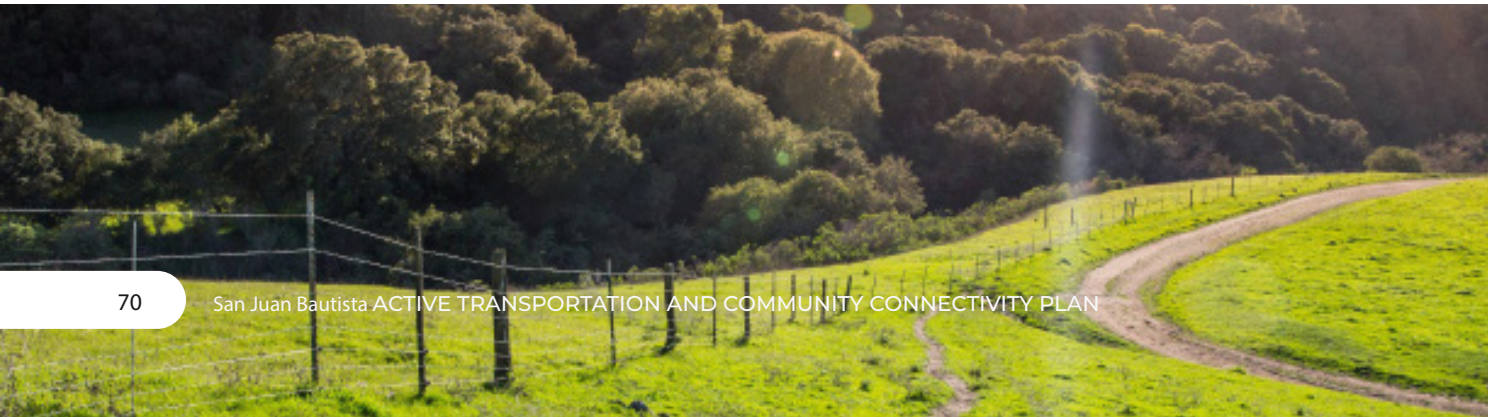
For comfort and safety, paths should be speed controlled, permitting class 1 and class 2 electric bicycles (e-bikes) and motorized micro-mobility devices that do not exceed 20 mph. The shared use path projects identified in this Plan, when combined with proposed separated bike lanes, form the basis of a trail network for San Juan Bautista, a connected system that allows for seamless active transportation connections from the City to bikeable destinations including Anzar High School, the Anza Trailhead, and the City of Hollister.



Map 12. Trail network (Banner) Trail Network extended by Buffered and Separated Bike Lanes

San Juan Bautista is already well-known as an access point for the popular Anza Trail but developing shared use paths will expand access and help the community realize the full potential of a highly accessible regional trail network.

Fig 73. Anza Trail



This system, as currently envisioned, is more than a trail system, it is a regional destination that provides a living experience of the San Juan Bautista story. Centering on the Cultural Trail at the Mission along the fault line, the network connects the pieces of the full story of San Juan Bautista. This living history includes the basic geology of the San Andreas Fault, hundreds of years of Indigenous peoples and their sacred grounds, the earliest European settlements as an original part of what was at one time Mexico, the early Mission San Juan Bautista, and the growth of one of America's most significant agricultural regions that thrives today.

While trails are almost always universally loved by a community, some individuals do not wish to have them in their backyard. Thus, high quality, inclusive public engagement is essential to grow support. In particular, the successful implementation of the Cultural Trail (project 18), the backbone of the connected network will require strong stakeholder collaboration including, but not limited to, the City of San Juan Bautista, California Department of Parks and Recreation, the Diocese (Mission San Juan), the school district, and tribal leaders, in addition to other state and regional agencies.

Achieving full implementation of envisioned trail networks requires several steps that include developing key partnerships, robust public engagement, conducting feasibility studies, detailed planning of alignments, sensitivity to the environment they traverse, and engineering design, prior to moving into constructing the actual trails. This planning effort should include exploring the feasibility and site identification of a multi-modal hub, as recommended later in this chapter.

This process will be best served by establishing a stakeholder task force to oversee the process from planning to implementation and eventually operation of the full system.

Shared Use Path Projects

MAP ID	Locations for Shared Use Paths	Length (Feet)	Length (Miles)
12	SIDEPATH NEW SR-156 SERVICE ROAD	17,823	3.38
13	LANG STREET TO THE ALAMEDA	1,280	0.24
14	NYLAND DRIVE AND SR-156 PATH; THE ALAMEDA TO CAGNEY ROAD	4,200	0.80
15	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER	719	0.14
18	CAMINO REAL/CULTURAL TRAIL FROM FIRST STREET TO FRANKLIN	4,308	0.82
5	Projects/Totals	28,330	5.38

Table 7. Shared Use Path Projects

The shared use paths recommended in this section reflect opportunities identified through community input (14, 15 & 18 – Nyland Drive connection to Breen Road, San Juan Creek Underpass, and the Camino Real Cultural Trail, respectively) or identified in existing plans and studies (13 – Lang Street Connection to the Alameda and 12 – Side path along the existing SR-156, future service road connecting to Hollister).

Bicycle Multi-Modal Project 12

COG Side path along New SR-156 Service Road

This project, identified in the *San Benito COG SR-156 Multi-Modal Study* (2022) is along the north side of the old alignment of SR-156 (replaced with new separated highway alignment in 2023) from Breen Road to Mitchell Road in Hollister. The recommended alternative includes a 12' two-way shared use path and 10' walkway along the north side of the roadway (see image below). This project, providing a key bicycle connection to Hollister would connect with Multi-Modal Projects 14 (Nyland Drive to Cagney Road Connector) and 15 (San Juan Creek Underpass).

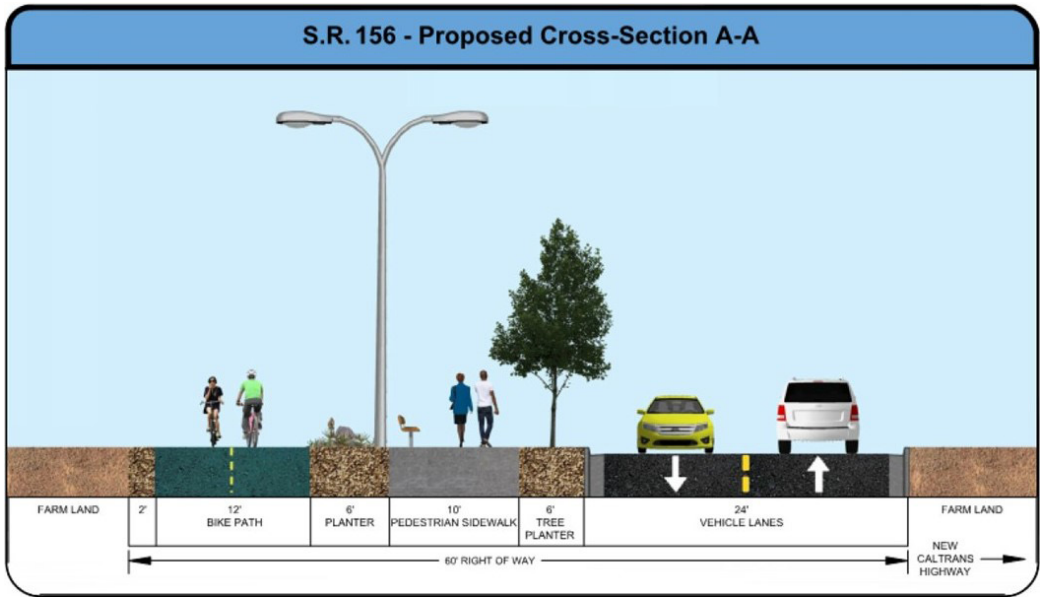


Fig 74. SR-156 Cross Section

Bicycle Multi-Modal Project 13

Lang Street Connector

The proposed Lang Street connector builds on Multi-Modal Project 6 (Washington/Lang Street Bicycle Street) and connects to Multi-Modal Project 5 (The Alameda Separated Bike Lane) to the east, providing a key connection beneath SR-156 at Washington Street, and access to the Anza Trail Head to the South.

Fig 75. Washington Stree

Fig 76. Aerial photo of Lang Street Connector and Washington/Lang Street Bicycle Friendly Street Projects

The DRAFT 2023 Community Plan Update identifies the existing west portion of Lang Street extending to connect to The Alameda near San Juan-Hollister Road. This shared use path could be developed as a side path or standalone trail based on further feasibility and design, coordinated with implementation of Multi-Modal Projects 5 and 6. There could potentially be two facilities: a shared use path directly connecting the existing west and east portions of Lang Street and a second vehicle connection between Lang Street and The Alameda near San Juan Hollister Road per the General Plan update.

t underpass

Multi-Modal Bicycle Project 14

Nyland Drive to Cagney Road

The proposed trail connection from the current terminus of Nyland Drive to Breen Road will provide key connections between Multi-Modal Projects 5 (The Alameda Separated Bike Lane) and 18 (Camino Real Cultural Trail) to Multi-Modal Project 12 (COG Side path along new SR-156 Service Road), completing a link between San Juan Bautista and Hollister to the east.

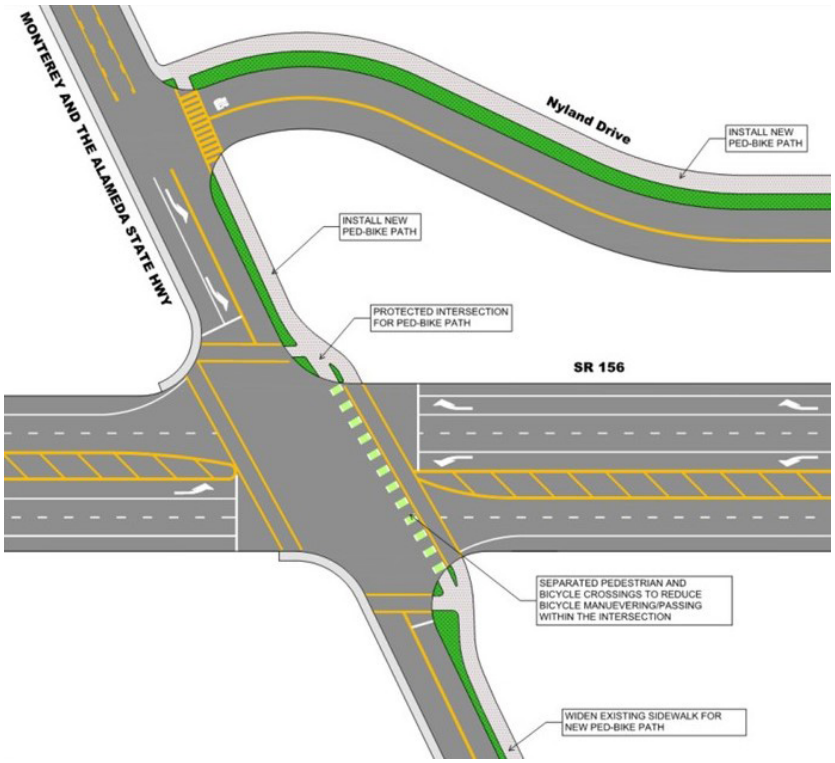


Fig 78. Recommended Alternative from the COG SR-156 Multi-Modal Enhancement Study

Multi-Modal Bicycle Project 15

San Juan Creek Underpass Connecting Breen Road to San Juan Hollister Road

The proposed underpass and trail connector would provide a much-needed additional connection beneath SR-156 and provide a quality active transportation facility to connect new developments south of SR-156 with the City and San Juan Elementary School.

Further engineering analysis will be needed to determine the feasibility of this connection beneath SR-156 and identify alignment for connecting between the two roadways. This project will connect proposed Multi-Modal Projects 10 (San Juan Hollister Separated Bike Lanes), 12 (COG Side path along New SR-156 Service Road), and 14 (Nyland Drive to Breen Road Connector).

Fig 77. San Juan Creek underpass

Multi-Modal Bicycle Project 18

Camino Real/Cultural Trail from 1st Street to San Juan Elementary School

The City, California State Parks Department, the Monterey Diocese and the San Juan – Aromas School District, all of which contain portions or such a trail, including an alignment south of Franklin Street where State-owned property could connect the trail to the school district playing fields, development south of Hwy 156, the Hwy 156 corridor bikeway, and the Anza Trail 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 artifacts, to the Mission San Juan Bautista and founding of the city itself. The alignment provides an amazing opportunity to restore pieces of the original Anza 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.

This project would build upon the original Camino Real with a current unimproved segment that runs along the fault line from Franklin Street to a lot at San Jose Street. The proposed alignment connects from the San Juan Elementary School (on school property) through streets fronting State Park property tying into the existing unimproved segment on Diocese property. As mentioned earlier, this project includes sensitive cultural sites and artifacts, thus determination of the specific trail alignment should ensure cultural elements are undisturbed.

Fig 79. Farm service road along the fault line northeast of the mission

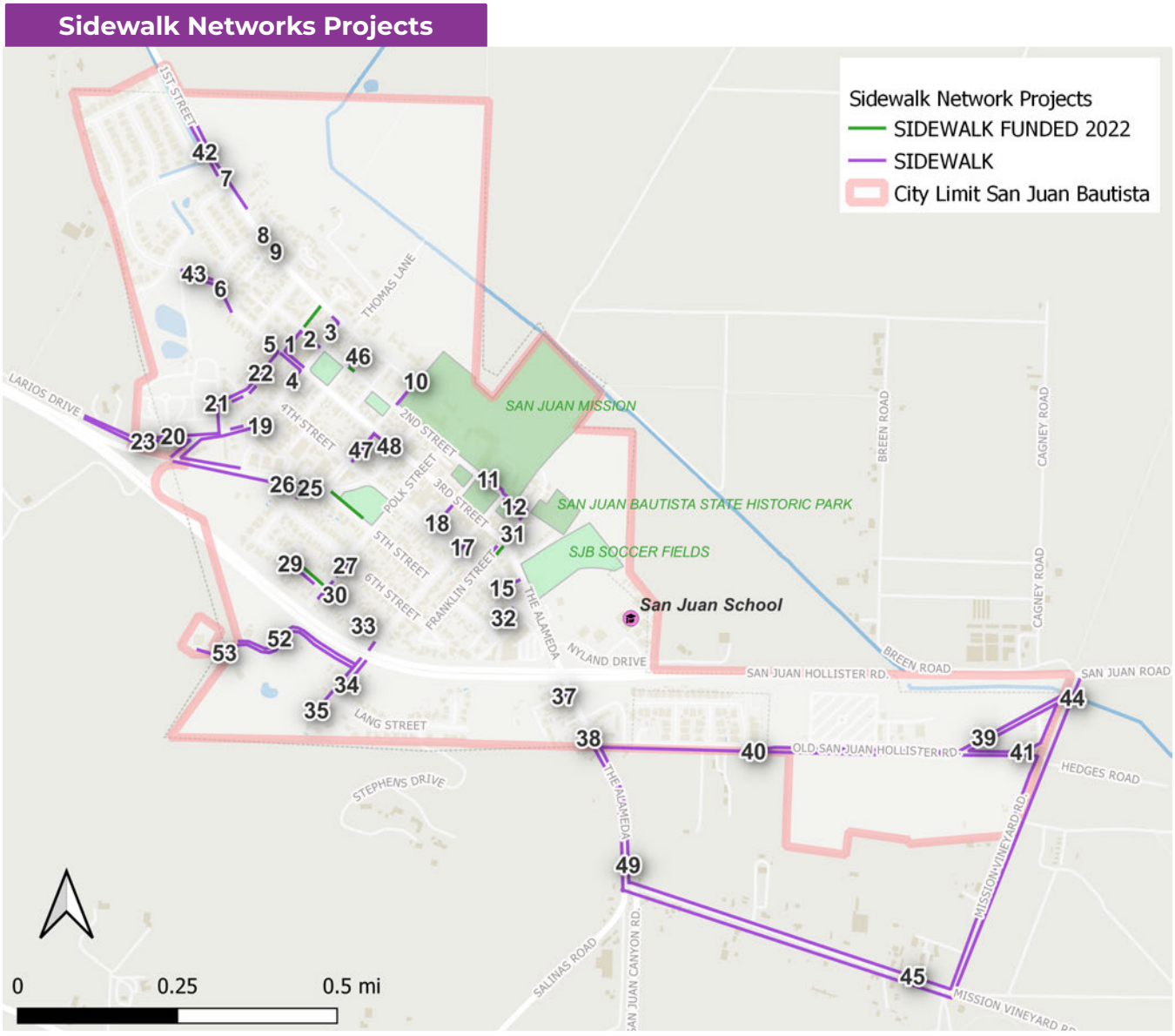
Fig 80. Aerial view of the proposed Cultural Trail and connections to the proposed Nyland Connector and San Juan Creek underpass

Fig 81. The project team exploring the existing path on Mission property

SIDEWALK NETWORK

The sidewalk network is the primary active transportation mobility system for San Juan Bautista. The size, scale, and street grid in the city create the ideal framework for a fifteen-minute walk city (a city where every destination is within a fifteen-minute walk). A fully connected accessible sidewalk network provides the highest quality access for everyone regardless of age, income, race, or physical ability. The current sidewalk network is robust but contains numerous missing links that can create barriers to safe access.

Fig 82. Functioning sidew



Map 13. Sidewalk Networks Projects

ELEMENTS OF WALKABILITY

Great walkways are not achieved solely through the provision of sidewalks, crosswalks, and curb ramps. Quality walkways are planned, designed, and maintained to provide a complete network of walkways with the comfort, safety, and enjoyment of the whole community in mind.

SIDEWALK ZONE SYSTEM

Providing the right level and quality of walking space requires understanding the elements of the sidewalk as laid out in the sidewalk zone system. The zone system has four basic elements that may be referred to by different terms at times but follow the basic principles of defining key space for activities and use along the roadway.

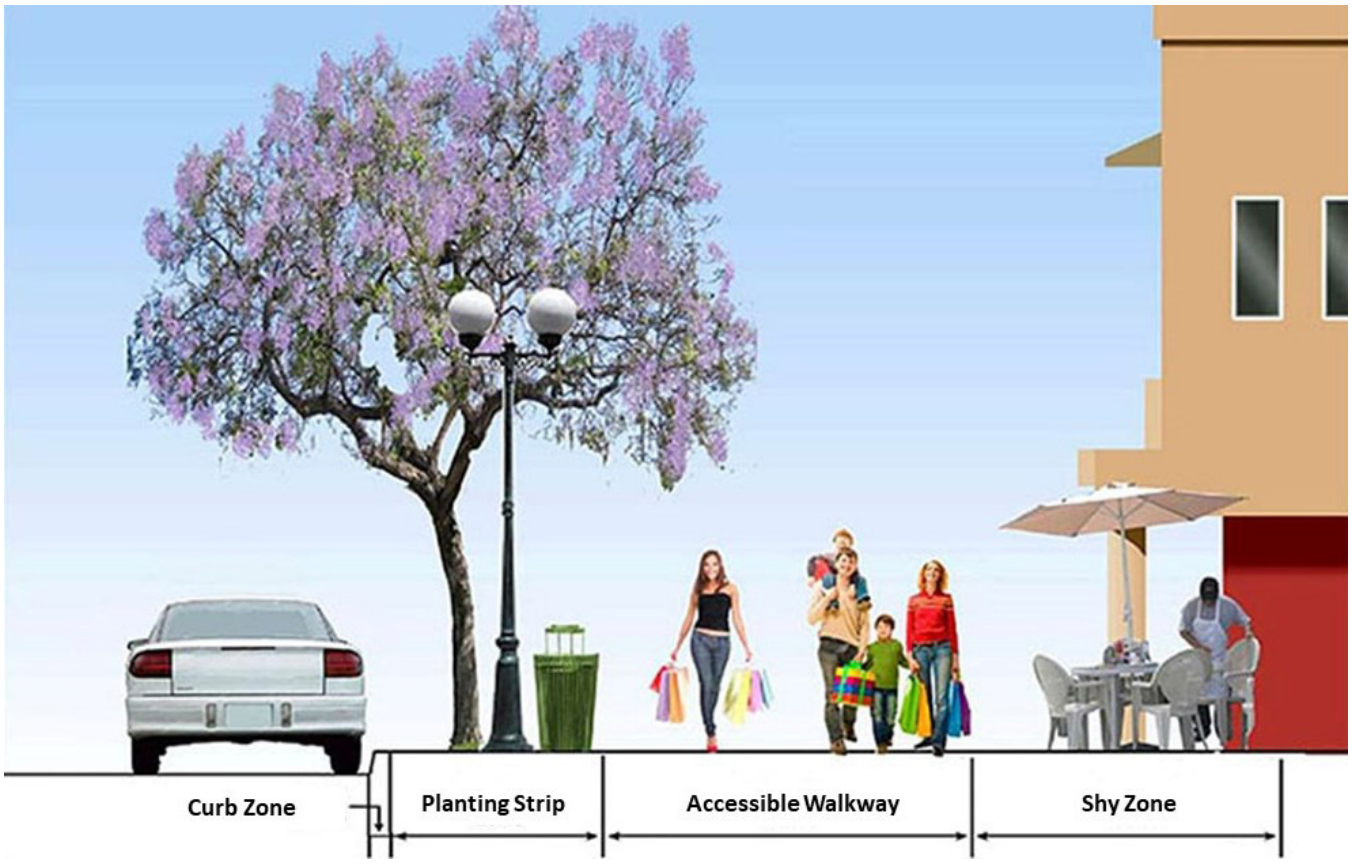


Fig 83. Sidewalk Zones, image courtesy of Federal Highway Administration (FHWA)

Shy Zone

The shy zone is a two-to-three-foot buffer from the property line to the walkway. This buffer allows for separation from fences, structure, entryways or other features, where walking directly adjacent is uncomfortable or just awkward. Special attention should be paid to main street commercial districts where more shy distance may be useful to provide space for café seating, swinging doorways, or movable items such as sandwich boards.

Accessible Walkway

The accessible walkway is reserved for walking and talking. This zone should be at least 5' wide to comfortably accommodate two people walking side-by-side and be fully accessible for all users, and wider in high traffic areas such as commercial districts or schools. The accessible portion of the walkway has a smooth, level, and slip-resistant surface with well-defined edges to make navigation easy and kept free from movable objects and obstructions that could be hazardous to users, especially those with vision impairments.

Planting Strip

The planting strip, sometimes referred to as the "furnishing" zone, is the space between the walkway and the curb. This is a critical space that accommodates all the "stuff" along the roadway. Mailboxes, benches, light posts, fire hydrants, bus stops and shelters, utility boxes, trash cans, bike parking, trees, plantings, and anything else you can imagine, all belong in the planting strip. It is easy to understand that the width of this area is dependent on the concentration of use, but a minimum of 5' allows for sufficient space in most cases, with more width needed for high-traffic locations and commercial districts (where additional space may be desired for sidewalk retail and café seating). In addition to providing space for the aforementioned uses, the buffer provides separation between pedestrians and motor vehicles, while providing space for sloped driveway, aprons and curb ramp transitions outside of the accessible walkway.

Curb Zone

The final zone, the curb zone, is often overlooked, but just as important. The curb zone, sometimes called the "flex" can be as little as six inches wide, but wider where on-street parking intensity will benefit from exit door space, or where other transition activity (taxi or rideshare, bus stops, loading or delivery zones, etc.) warrant use of the space.

ACCESSIBILITY AND THE AMERICANS WITH DISABILITIES ACT (ADA)

The quality of the pedestrian environment is predicated on the level of accessibility. A truly walkable city needs to be accessible to all persons, especially those with disabilities. The Americans with Disabilities Act (ADA, 1990, Public Law 101-336) requires that all state and local government entities ensure practices and programs (including public infrastructure) do not discriminate against persons with disabilities. This includes the identification and removal of accessibility barriers within the public right-of-way including streets and sidewalks, which must be designed and operated in compliance with accessibility standards (outlined in the current draft Public Rights-of-way Accessibility Guidelines by the US Access Board).

Compliance with ADA is achieved through the development and updating of an Accessibility Transition Plan, which provides an inventory of non-compliant infrastructure and a plan for implementation of retrofits to meet compliance over time. These standards are applied to both new and existing infrastructure, such as sidewalks, curb ramps, and traffic signals.

The City of San Juan Bautista is concurrently seeking to address these issues outside of the active transportation planning effort. However, this plan will provide specific emphasis on accessibility and promote best practice designs to ensure all project recommendations follow model standards for accessibility.

Fig 84. New construction and alteration should include ADA features such as the reconstructed section of 3rd Street

The ADA Transition Plan Recommendation, at the end of this section, outlines the steps for updating and maintaining an inventory of accessibility barriers through the City's ADA Transition Plan (separate from the Active Transportation and Community Connectivity Plan) including an implementation strategy for meeting compliance with ADA standards with every project opportunity and all new projects, including those in this plan.

PEDESTRIAN NETWORK – SIDEWALK GAPS

This Plan identifies nearly seven miles of existing gaps in the sidewalk network, with more than half (5.66 miles) located outside of downtown. For purposes of Implementation, the sidewalk gaps have been broken into two categories:

Tier 1 Sidewalk Gaps (26 gaps, 1.22 miles of sidewalk)

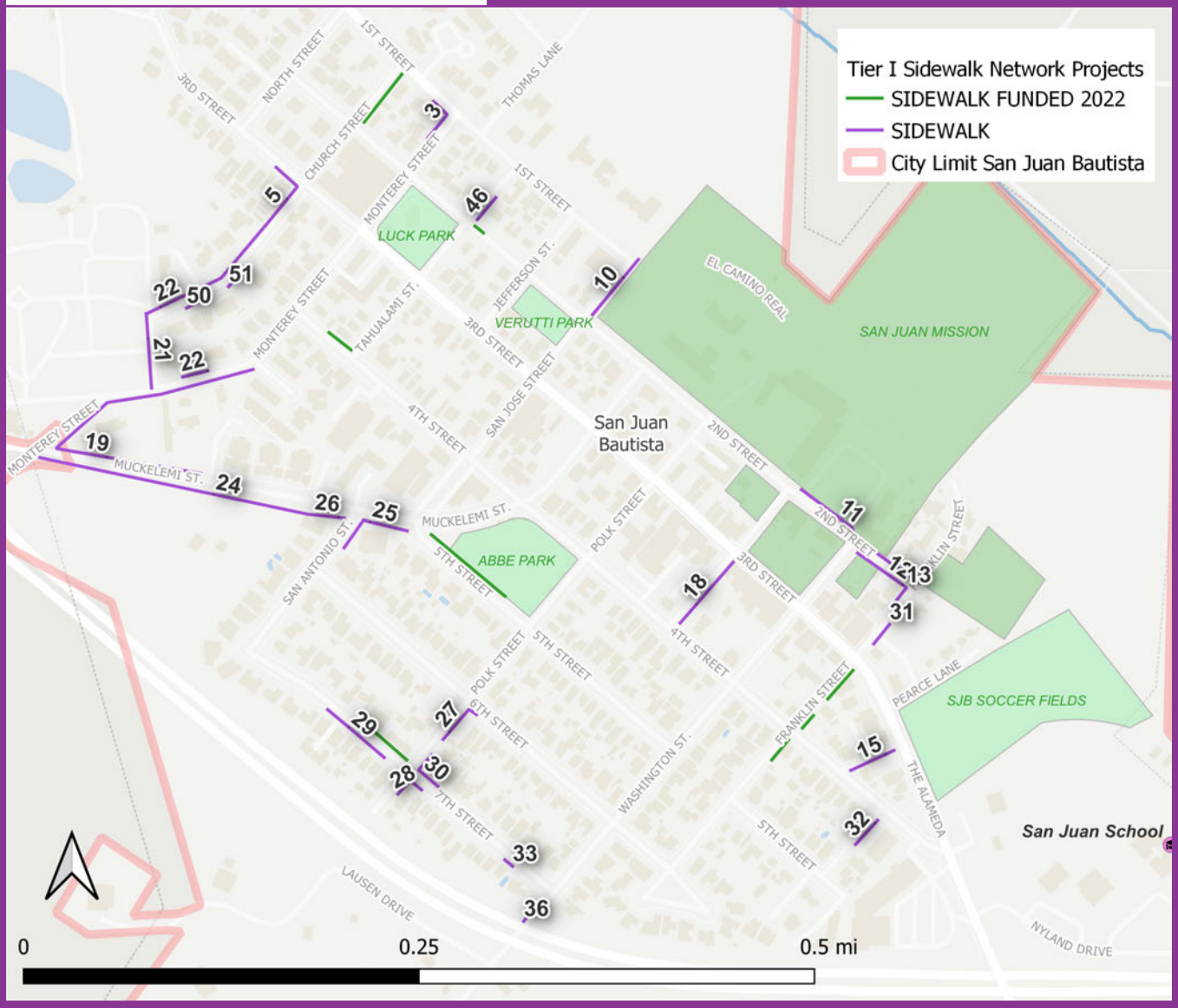
These are the sidewalk gaps within the traditional core of the City (everything east of Monterey and Church Streets on the west and north of SR-156). Tier 1 sidewalks should be the focus of near-term implementation and prioritized in coordination with needs identified in the City's ADA Transition Plan (see ADA Transition Plan Update later in this chapter).

Tier 2 Sidewalk Gaps (20 gaps, 5.64 miles of sidewalk)

These are networks gaps outside of the traditional core of the City and in many cases in rural environments where demand is lower. These gaps should be addressed with new development or street reconstruction opportunities, or after the Tier 1 Gaps are fully addressed. Like the Tier 1 Gaps, the Tier 2 Gaps should be coordinated with the City's ADA Transition Plan for further prioritization.

Fig 85. Sidewalk gaps, such as on Muckelemi Street north of Mission Garden, create barriers to walkability in San Juan Bautista

Tier 1 Sidewalk Network Projects



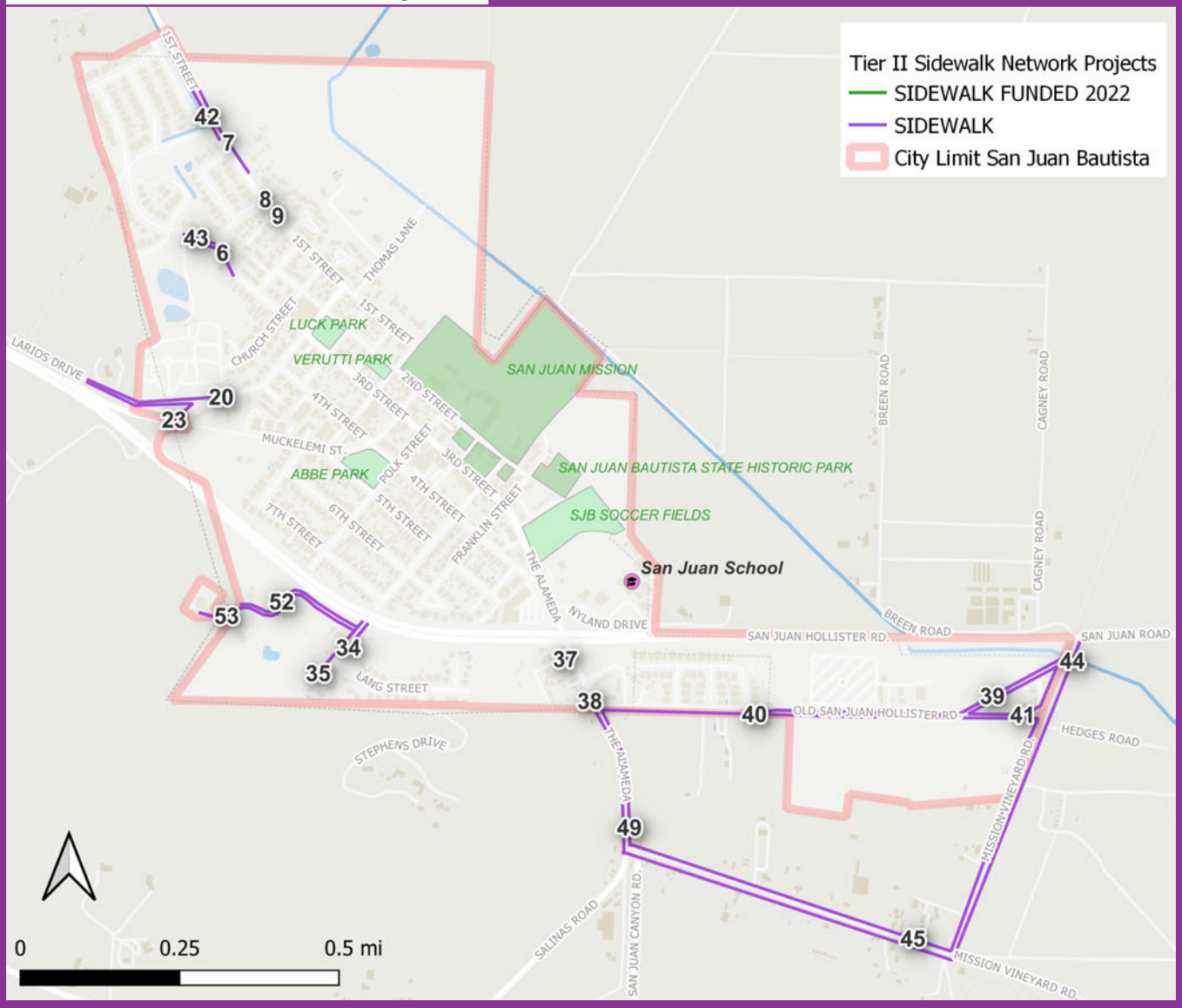
Map 14. *Tier 1 Sidewalk Network Projects*

Tier 1 Sidewalk Network Projects

MAP ID	Location	Street Side	Length (Feet)	Length (Miles)
3	1ST STREET AND MONTEREY	S	166	0.03
5	3RD STREET [S] AND CHURCH [W]	SW	259	0.05
10	SAN JOSE STREET [1ST-2ND]	E	240	0.05
11	2ND STREET [FRANKLIN-MARIPOSA]	N	484	0.09
12	2ND STREET[FRANKLIN-WASHINGTON]	S	200	0.04
13	FRANKLIN STREET [2ND-3RD]	W	52	0.01
15	PEARCE STREET [4TH-ALAMEDA]	S	158	0.03
18	MARIPOSA STREET [3RD-4TH]	E	269	0.05
19	MONTEREY [MUCKELEMI-MERENTS]	E	1,220	0.23
21	CHURCH STREET S. [MONTEREY-CHURCH]	W	249	0.05
22	CHURCH STREET [CHURCH S.-3RD/SW-07]	W	512	0.10
22	MONTEREY STREET [EAST OF CHURCH S.]	N	86	0.02
24	MUCKELEMI [SAN ANTONIO-MONTEREY]	SE	914	0.17
25	SAN ANTONIO STREET [E] AND MUCKELEMI STREET [S]	SE	262	0.05
26	MUCKELEMI [WEST OF SAN ANTONIO]	S	122	0.02
27	POLK STREET [E] AND 6TH STREET [S]	SE	163	0.03
28	POLK STREET [E] AND 7TH STREET [S]	SE	110	0.02
29	7TH STREET [POLK-SAN ANTONIO]	S	248	0.05
30	POLK STREET [E] AND 7TH STREET [N]	NE	151	0.03
31	FRANKLIN STREET [2ND-3RD]	E	83	0.02
32	MISSION STREET [4TH-5TH]	E	109	0.02
33	7TH STREET [WASHINGTON-POLK]	S	34	0.01
36	WASHINGTON STREET [7TH-SR-156 BRIDGE]	W	65	0.01
46	TAHUALAMI STREET [1ST-2ND]	E	96	0.02
50	CHURCH STREET [CHURCH S.-3RD]	E	77	0.01
51	CHURCH STREET [CHURCH S.-3RD]	E	60	0.01

Table 8. Tier 1 Sidewalk Gaps

Tier 2 Sidewalk Network Projects



Map 15. Tier 2 Sidewalk Network Projects

Tier 2 Sidewalk Network Projects

MAP ID	Location	Street Side	Length (Feet)	Length (Miles)
6	3RD STREET [DONNER-TRAILSIDE]	S	545	0.10
7	1ST STREET [ROAD B - CITY LIMIT]	N	1,098	0.21
8	1ST STREET [OPP DONNER]	N	99	0.02
9	1ST STREET [ROAD B-VIA SERRA]	N	29	0.01
20	MONTEREY STREET AND LARIOS DR. [ROAD G-CHURCH]	N	1,143	0.22
23	LARIOS DR. [MUCKELEMI AROUND VFW-ROAD G]	SW	1,122	0.21
34	WASHINGTON STREET [SR-156 BRIDGE-LANG STREET]	E	309	0.06
35	WASHINGTON STREET [SR-156 BRIDGE-END]	W	629	0.12
37	LANG STREET [EAST OF ALAMEDA]	S	66	0.01
38	THE ALAMEDA [OLD SJ-HOLL-SALINAS]]	W	1,322	0.25
39	OLD SAN JUAN-HOLLISTER ROAD [HACIENDA LEAL DRIVE-MIS. VIN.]	N	2,611	0.49
40	OLD SAN JUAN-HOLLISTER ROAD [ALAMEDA-MIS. VIN.]	S	3,780	0.72
41	OLD SAN JUAN-HOLLISTER ROAD [INNER TRIANGLE AT MIS. VIN.]	NA	1,805	0.34
42	1ST STREET [LAVAGNINO-CITY LIMIT]	W	776	0.15
43	3RD STREET [DONNER-TRAILSIDE]	N	256	0.05
44	MISSION VINEYARD ROAD [ALAMEDA-SR-156]	SE	5,703	1.08
45	MISSION VINEYARD ROAD [ALAMEDA-OLD SJH.]	NW	4,681	0.89
49	THE ALAMEDA [OLD SJ/HOL.-MISSION VINEYARD]	E	1,151	0.22
52	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	N	1,135	0.21
53	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	S	1,484	0.28

Table 9. Tier 2 Sidewalk Gaps

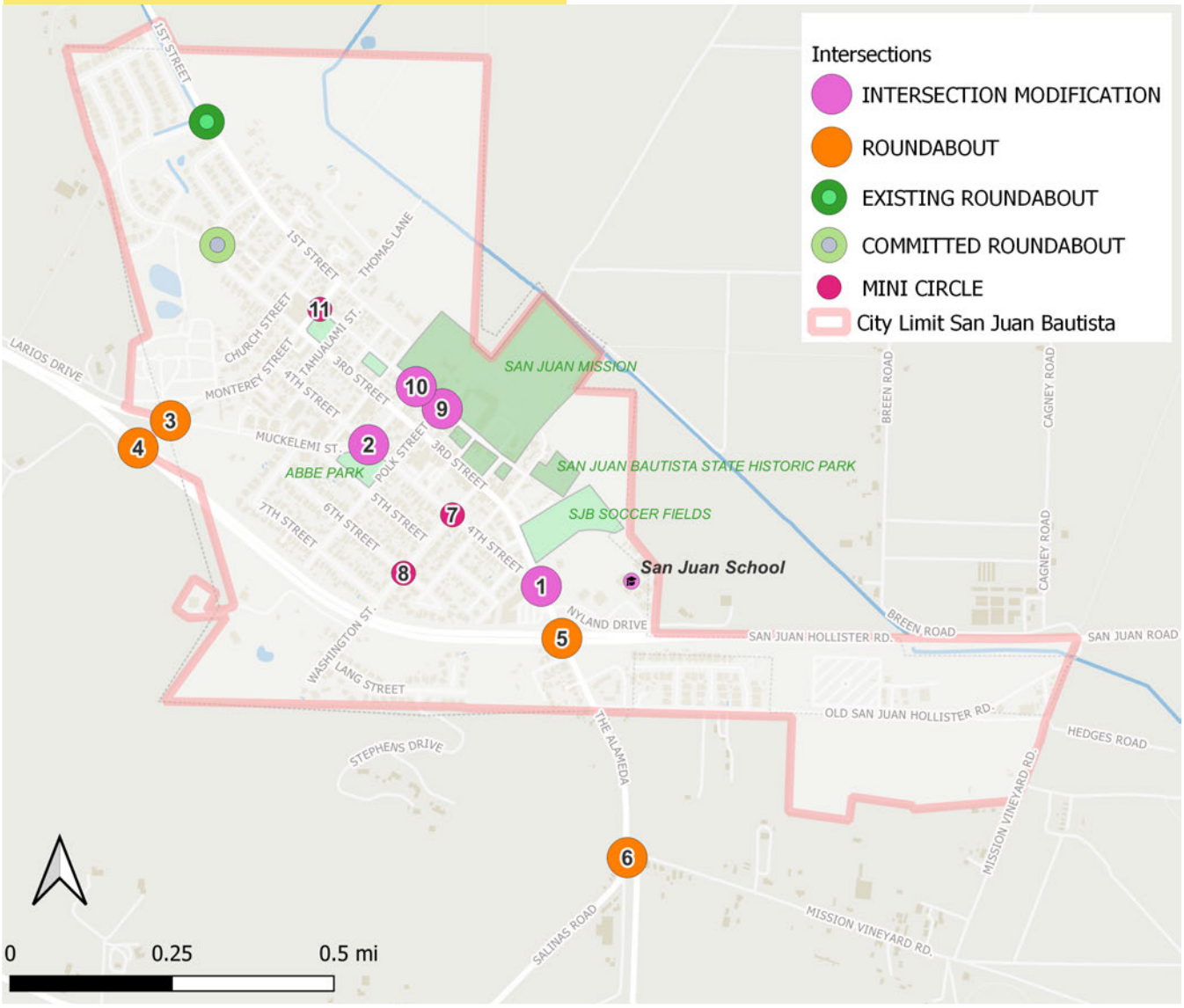
INTERSECTIONS

Beyond the identified facility projects to expand and complete the sidewalk and bikeway network, it is critical that the City continues to effectively manage motor vehicle traffic to complement active modes and transit. These Intersection recommendations are intended to address comfort and safety at key nodes in San Juan Bautista, while setting the tone for those entering and traveling within the community.

Fig 86. Multi-modal intersect

tion in Davis, CA

Intersection Recommendations



Map 16. Intersections

These intersection strategies have three key benefits: traffic calming, efficient traffic flow, and, in many cases, gateway elements that convey a clear message that one is entering a special place and should behave appropriately as a motorized guest in the city and neighborhoods. This is significant for the SR-156 access points where motorists need to quickly transition from the high-speed arterial to the slow, quiet streets of San Juan Bautista, where the car is secondary to other modes of travel and activities.

Intersection Modifications

Two key intersections on 4th Street (Muckelemi Street and The Alameda) serve as gatekeepers between through traffic and local homes and businesses. Currently, these intersections are poorly defined with significantly wide pavement area that communicates ambiguity to motorists and invites conflict between all modes.

Reimagining the available pavement and reclaiming roadway for edge uses will have numerous benefits for pedestrians and bicyclists including shorter crossings and conflict zones, slower turning movements for trucks and automobiles, and enhanced space for beautification of the intersections, while improving traffic operations and safety.

The following concepts were derived by the project team during the June Charrette based on community feedback and field discussions during walk audits and discovery tours. These are preliminary concepts intended to inform a larger conversation and final design process.

Map ID	Location
1	4TH STREET AT THE ALAMEDA
2	MUCKELEMI STREET AT 4TH STREET
9	2ND STREET AT POLK STREET
10	2ND STREET AT MUCKELEMI STREET
4	Projects

Table 10. Intersection Modifications

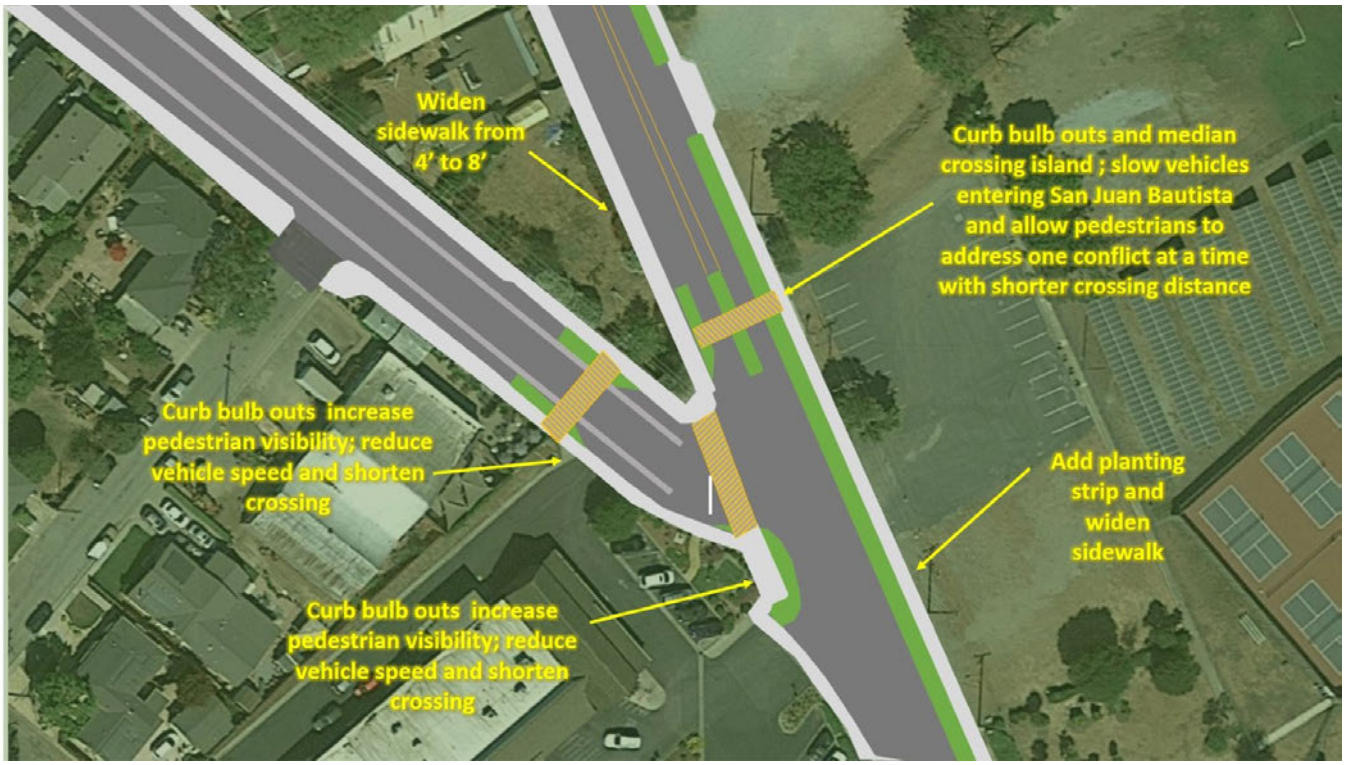


Fig 87. Intersection concept for the Muckelemi Street/4th Street intersection developed during the June charrette

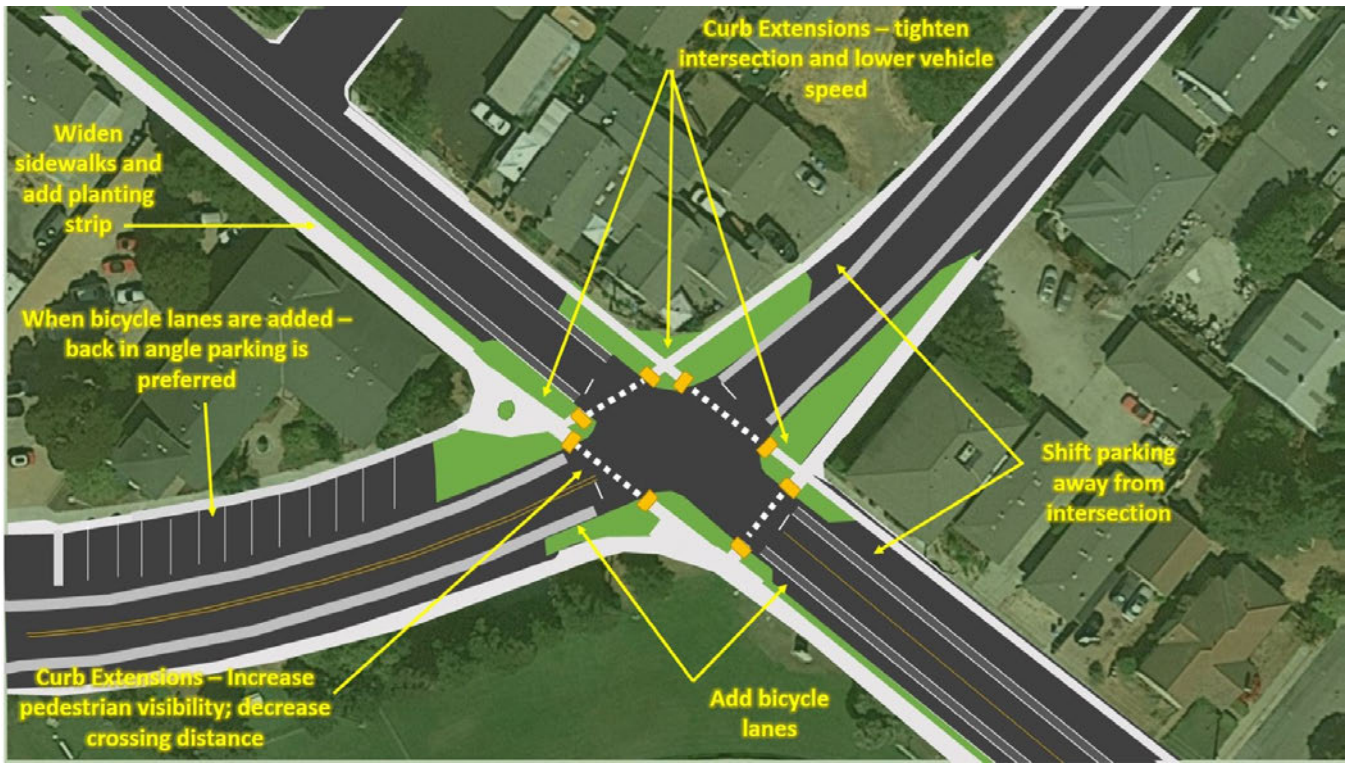


Fig 88. Intersection concept for the 4th Street / The Alameda intersection developed during the June charrette

Fig 89. Intersection treatments can be installed quickly with paint and low-cost materials to demonstrate and evaluate the effectiveness prior to reconstruction (Left Pogo Park, Richmond, CA; Right Hamilton, ON)

The intersections on 2nd Street (at Muckelemi Street and Polk Street) are opportunities to traffic calm 2nd Street in coordination with the recommended Bicycle Friendly Street (Bicycle Multi-Modal Project 19) and recommended Mini Circle at 2nd Street and Monterey Street (Intersection Project 11). The addition of curb extensions on all corners of these intersection will encourage lower speeds and turning movements for 2nd Street traffic, while providing shorter, more visible crossing locations for pedestrians accessing the many attractions north of 2nd Street.

Fig 90. Recently installed curb extensions on 3rd Street

The recent modifications implemented on 3rd Street north of Polk Street are a good example of how this treatment should look and feel. Like the 4th Street intersections, these projects can be initiated as pilot demonstrations using low-cost materials and paint to redefine the space and test the operational impacts before committing to a permanent reconstruction at significantly higher cost.

Roundabouts

Intersections – Roundabout

Map ID	Location
4	SR-156 at Monterey Street
5	SR-156 at The Alameda
6	The Alameda at Mission Vineyard Road

Table 11. Roundabouts

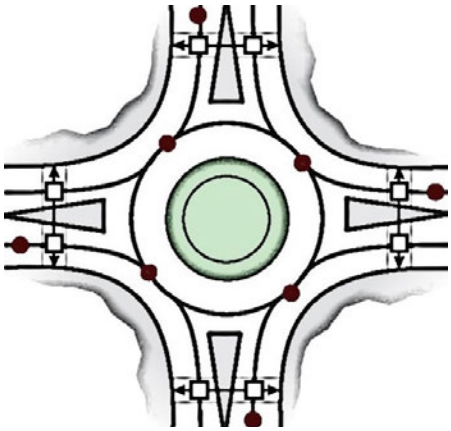


Fig 91. Roundabouts increase safety by reducing conflict for all users

Roundabouts have emerged as a proven safe intersection design, providing a perfect combination of efficient traffic operations, traffic calming, and gateway treatment. Roundabouts are safer than other forms of intersections, while providing efficient operations for motor vehicle traffic as well as non-motorized users. By virtue of their geometric design, roundabouts generate speed control for motor vehicles and eliminate right-angle and left-turn conflicts. Whenever feasible, it is best to provide a dense roadway network where single lane roundabouts, which are safe and simple to use for motorists, pedestrians, and bicyclists. Multi-lane roundabouts add complexity and more potential for user conflicts, but they still have safety and efficiency benefits compared to large signalized intersections. There are two types of roundabouts recommended for San Juan Bautista including single lane roundabouts on City streets and larger roundabouts on SR-156.

Small, single-lane roundabouts are recommended on City streets, like the roundabout that was recently completed at the intersection of 1st Street and Lavagnino Drive. The 1st Street roundabout allows traffic to safely exit the new residential development at the north end of the city, while providing an excellent gateway for traffic entering the city from San Juan Highway, automatically bringing travel speeds down to an appropriate speed for city streets. A similar gateway roundabout is recommended at the intersection of Muckelemi Street and Monterey Street. As housing developments are added on the outskirts of as San Juan Bautista, roundabouts should be the default form of intersection design along existing and future collector and minor arterial streets. Larger, multi-lane roundabouts are recommended to mitigate the negative impacts of SR-156 on San Juan Bautista. This four-lane highway

Fig 92. New 1st Street at Lavigno Drive Roundabout , San Juan Bautista

connecting Highway 101 with Hollister bisects the City, bringing tens of thousands of vehicles per day, including large trucks, through the City. Caltrans is constructing a roundabout at the intersection of SR-156 and Bixby Road as part of the San Benito Route 156 Improvement Project. This plan proposes two additional roundabouts on SR-156, which would provide a consistent roundabout corridor along the highway. The existing speed limit on this section of SR 156 is 65 MPH. A roundabout at the SR 156 Monterrey Street intersection would require a traffic study and lower speed limits entering the roundabout. Any recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.

The existing signalized intersection of SR-156 and The Alameda is a primary source of congestion on SR-156 and a barrier to pedestrians and bicyclists who want to cross the highway. These issues are related, since the highway's width and large corner radii create long pedestrian crossing distance, which in turn create long red signal intervals for the highway. Proposed plans to add a crosswalk to the east side of the intersection and an eastbound right turn lane could make these problems worse. Installation of a roundabout at this intersection would reduce the crossing distance for pedestrians, while reducing delays to SR-156 traffic caused in part by pedestrian signal timing. A roundabout here also establishes an expectation to motorists on SR-156 that they will always need to slow down approaching the intersection, instead of the current situation where motorists are either blasting through the intersection at highway speeds or unexpectedly needing to stop abruptly if they approach as the signal turns yellow or as they round the curve coming from Highway 101.

The existing unsignalized intersection of SR-156 and Monterey Street likely poses significant safety and congestion concerns for motorists who want to turn left from Monterey Street to SR-156. It is difficult to judge when it is safe to turn onto high-speed, multi-lane highways. A roundabout at this intersection, as identified in the SR-156 Multi-Modal Enhancement Study (2022), would allow motorists with origins in the northwestern half of San Juan Bautista to travel east on Highway 156 without the danger of making the unsignalized left turn, likely reducing the need to drive through downtown San Juan Bautista.

The SR-156 Multi-Modal Planning Study did not recommend the roundabout alternative for SR-156 at The Alameda but the concept was strongly supported by the community during the June engagement process, and the team explored the conceptual feasibility of the location. Together, these two roundabouts would work more effectively than a signal and a roundabout, while providing excellent gateways to San Juan Bautista for traffic on SR-156.

Fig 93. Roundabout concept for The Alameda and SR-156 Developed during the June charrette

Intersections – Mini Circle

Map ID	Location
7	4th Street at Washington Street
8	6th Street at Washington Street
11	2nd Street at Monterey Street
3	**Projects**

Table 12. Mini Circles

Mini circles are a popular traffic calming feature that can be applied at intersections along a corridor to help reduce traffic speed while promoting safer low-speed intersections that can operate with yield control for all approaches. Mini circles look and operate like tiny roundabouts, but with a simpler design (lacking raised splitter islands, truck aprons and circulatory path) and work best on lower-volume intersections, often in place of stop controls. Mini circles can often be installed by simply constructing a raised central island within the existing intersection while modifying signs and pavement markings. Mini circles provide benefits beyond traffic calming; for example, they can be used to eliminate stop signs, improving efficiency and conflict reduction for both motorists and bicyclists, while maintaining low vehicle speeds.

The proposed Washington Street mini circles should be coordinated with Multi-Modal Project 6 (Washington Street Bicycle Street) to provide both traffic calming and intersections that work well for bicycle travel while reducing conflict with automobiles.

Fig 94. Mini Circles provide tr accommodating servi emergency responde

***affic calming while
ice vehicles and
rs (Seattle, WA)***

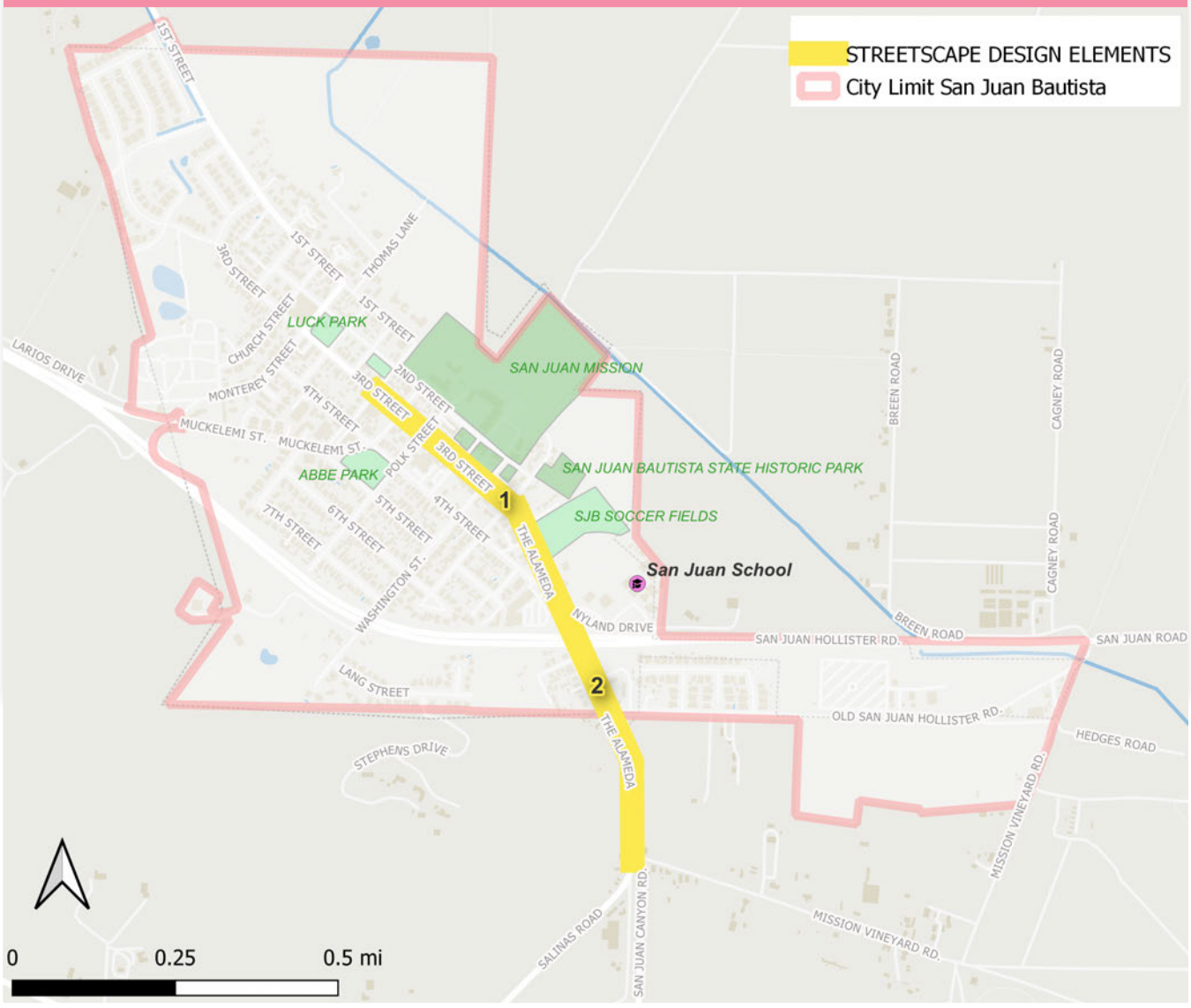
STREETSCAPE DESIGN

The Alameda/3rd Street corridor is San Juan Bautista's front porch. It is residents' and visitors' first and last impression of the community. The location, visibility, design, and operation of the corridor must give a strong, compelling, and lasting sense of arrival, denote the pride of the community, and celebrate the unique timeless history and culture of the town. It is the all-important transition street that sets the tone to the arriving guest, announcing that they have stepped back in time and are now in a special, honored, carefully-built and cared-for place. The arriving guest also has a clear sense that this is a place for people first, a walkable city, a small-town rural place that is artfully blending nature with urban life, and that every element of the street design reflects how visitors should behave, ideally by parking and joining in the delight of the city.

Fig 95. Streetscape design to


flowers

Streetscape Design Elements



Map 17. ***Streetscape Design Elements***

Streetscape Design Corridors

Map ID	Location	Length	Miles
1	3rd Street (Franklin to San Jose)	1,427	0.27
2	The Alameda (Franklin to Mission Vineyard)	3,042	0.58

Table 13. Streetscape Design Corridors

The Alameda / 3rd Street corridor has many functions that go beyond safety, comfort, access, and mobility. This is San Juan Bautista's Main Street where there should be a specific emphasis on building and maintaining "place." Beyond this, the street stitches together several distinct neighborhoods and districts. The Alameda/3rd Street corridor is also the primary entryway from SR-156 and roads south of the City, thus providing the most direct access to downtown.

Fig 96. The Alameda / 3rd Street Corridor

Other Project Opportunities Along The Alameda/3rd Street

Map ID	Category	Length	Project Type
4	Bicycle Multi-Modal Network	3rd Street	Bike Lane
5	Bicycle Multi-Modal Network	The Alameda	Separated & Buffered Bike Lane
1	Intersection	4th Street at The Alameda	Intersection Modification
5	Intersection	The Alameda at SR-156	Roundabout
	Bicycle Multi-Modal Network	The Alameda at SR-156	Multi-Modal Hub

Table 14. Other Project Opportunities Along The Alameda / 3rd Street

Building this gateway street must draw upon the highest, most proven methods to build inclusive public consent. Every stakeholder must be welcomed and heard to advance a community-supported design. Prior to implementing these projects, the City should seek funds then undertake a public process to develop a vision for the corridor. At the heart of this process is to honor the town's vision, determining the future of the interim conditional space reallocations (parklets) that arose during the pandemic.

Fig 97. Interim traffic control measures allow exploration of uses along 3rd Street

Fig 98. Flexible street with removable bollards in Fort Bragg, CA (left); pedestrian mall in Cumberland, MD (right)

Fig 99. Dutch examples of flexible streets in Elst and Delft

MULTI-MODAL HUB

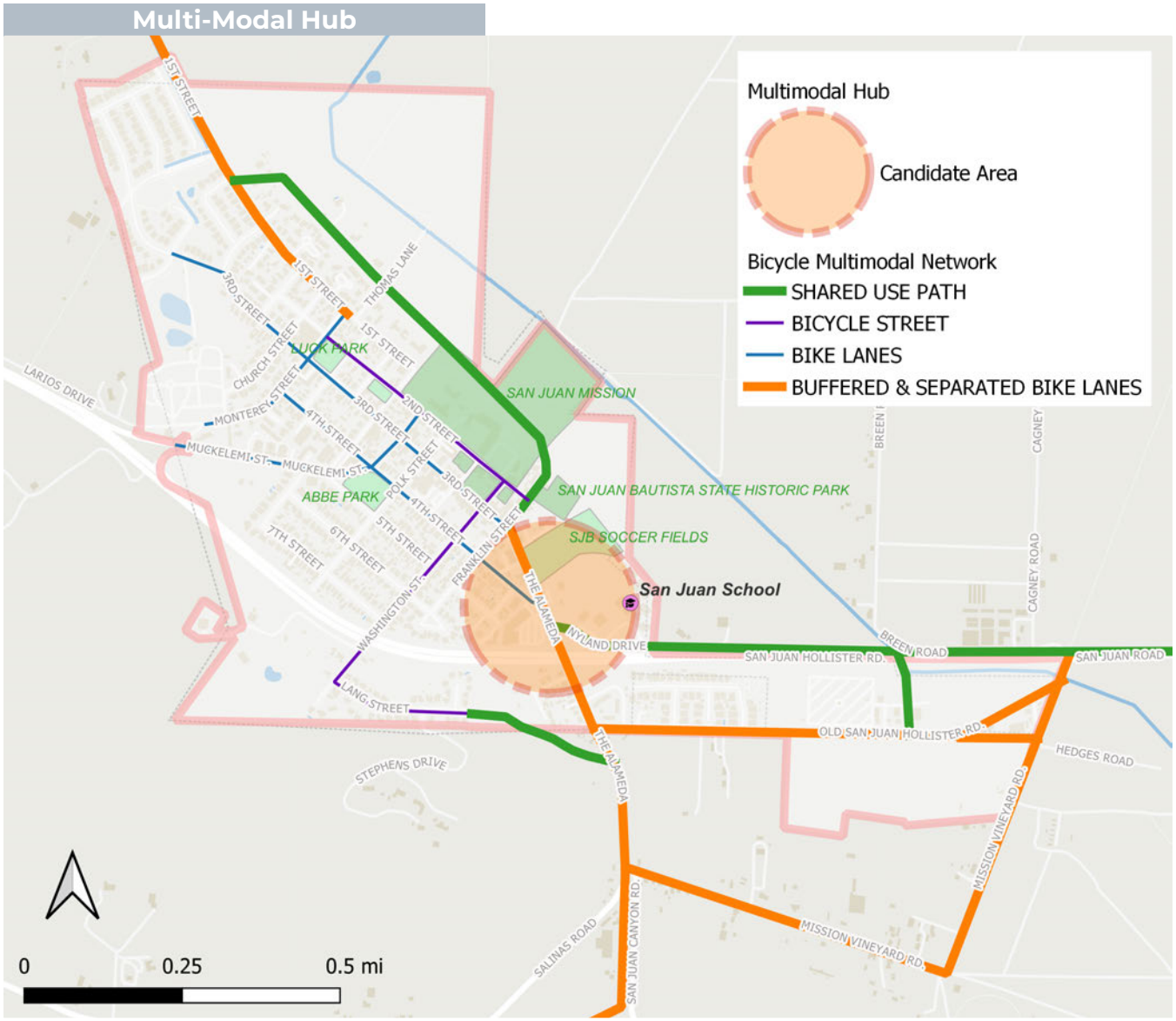
A first-class multi-modal transportation system benefits from a centralized multi-modal facility where all modes can connect. A multi-modal hub would provide an intermodal staging area to accommodate public transit, private buses, and an off-site staging area to reduce traffic in the downtown core. Developing the hub will also advance numerous objectives of the 2035 General Plan Circulation Element (CI) Objectives including:

- **Complete streets**
- **Safe and complete pedestrian and bicycle networks (active transportation)**
- **Multi-modal support services**
- **Centrally located transit**
- **Adequate vehicle and bicycle parking**
- **Improved and comprehensive wayfinding**

Fig 100. ***Rural transit hub, Basalt, CO***

Fig 101. Sacramento Valley Station Area Plan, Multi-Modal Hub

Existing transit operations provide another important element of a multi-modal system. The ability of each of these elements to achieve General Plan objectives rests on an easy, convenient "shift" between mutually supportive modes of travel (i.e. people get out of a car, conveniently get on a bicycle, ride a shuttle or bus, or walk to other destinations from one location.) Key transportation elements of a multi-modal system include wayfinding (gateway improvements, directional signs, and information kiosks), parking, active transportation, and transit. Each of these elements of a multi-modal system is co-equal in support of overall economic development by providing easily discoverable, useful access to historic and recreation resources located within and outside the City for residents and visitors.



Map 18. Multi-Modal Hub

The city of San Juan Bautista can accomplish these objectives by working cooperatively with the School District and State Parks partners to establish a context-sensitive, rural scale, multi-modal transportation center, or node, near the Hwy 156/The Alameda intersection. Components can include flexible parking (including event and tour group parking), centralized transit support facilities, recreational bicycle and pedestrian active transportation staging and support amenities, physical links to adjacent and nearby cultural, biological, and geological resources including the Mission San Juan Bautista, a visitor welcoming center, creative placemaking opportunities, access to school site recreation resources, and way-finding information. The site could also serve as a "multi-agency" office, housing various public or non-profit organizations such as the Chamber of Commerce, the "Main Street" manager, State Parks office, a City Hall annex, and other local non-profit organizations. All of these proximate amenities would facilitate the free flow of visitors and residents to ensure the economic vitality of the City. (Ref. the adopted Historic San Juan Bautista Plan (2002) Section 2.4 c.ii; pg.2-30). The planning for the multi-modal hub should be coordinated, if not integrated with the Shared-Use Path network effort (Bicycle Multi-Modal Network projects 12, 13, 14, 15 & 18). Any recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.

Policy & Program Strategies

In addition to infrastructural projects, the following opportunities will enhance safety and comfort for active transportation in San Juan Bautista. General Plan recommendations are aligned by recommendation type.

1 BIKE PARKING PROGRAM & STANDARDS

Convenient and secure bicycle parking encourages people to replace some of their car trips with bicycle trips and helps legitimize cycling as a transportation mode.

There are two categories of off-street bicycle parking:

Short-term **<4h**

A bicycle parking space for visitors or patrons of the building. For bicycles parked for a short period (i.e., less than 4 hours) in locations that are easily accessible.

Long-term **>4h**

A bicycle parking space for employees or residents of the building. For bicycles parked for longer periods (i.e., more than 4 hours), typically requiring more secure parking.

Fig 102. Short-term bike parking (left) and long-term parking (right)

Increased uptake in cycling as a viable travel mode may not reach its full potential if bicycle parking security is not considered at the planning and design stages. Bicycle parking should consider all types of bicycles and be designed to meet the needs of all ages and abilities. To that end, there are several fundamental guiding principles that influence how bicycle parking is both located and accessed:

Well-Located

Convenient, accessible, as close as possible to the destination, and weather-protected.

Stair-Free Access

Provision of ramps or elevators large enough to accommodate all types of bicycles. Slopes should be limited.

Minimum Widths

Appropriate widths should be provided along all routes required to access bicycle parking facilities, including along ramp accesses, at doorways, and aisle widths in bicycle parking rooms.

Signage

Integrated, high-quality, and simple bicycle parking signage should be provided to indicate the availability and location of an off-street bicycle parking area.

Visibility

The location selected for bicycle parking shall be easily identifiable by cyclists as they are riding. It will also help to reduce theft and vandalism.

Barrier-Free

Access to bicycle parking facilities should be direct and free from obstacles to accommodate all users. Provide breaks in long lengths or span of bicycle racks to allow users a more convenient path for access and egress.

Detectability

Design should be cognizant of users with physical, sensory, or cognitive impairments and should ensure the facilities are both easily detectable for these users and do not create obstacles.

Lighting

Quality lighting shall be provided to ensure facilities are well-lit to improve the overall security of all bicycle parking facilities. Tamper-proof features should be considered to prevent vandalism.

Security

Racks in visible, well-lit places that have high levels of natural surveillance. Racks should support the bicycle in at least two places, allow locking of the frame and one or both wheels with a U-lock, be securely anchored to the ground, and resist cutting, rusting, bending or deformation.

Alignment with 2035 General Plan - Existing Strategies

- **CL 2.3.2.1** Expand minimum bicycle parking requirements for new development
- **CL 2.3.2.2** Develop bicycle parking fund to expand bicycle parking in developed areas
- **HE 5.2.1.1** Provide pedestrian and bicycle amenities, such as bicycle parking, streetscape improvements, and traffic calming measures

2 COMPLETE STREETS / TRAFFIC CALMING

Complete Streets is a policy and approach to planning, designing, operating, and maintaining streets. Complete Streets improve mobility and urban livability by providing safe, comfortable, and accessible transportation choices for people of all ages, abilities, and incomes, while enhancing the public realm with the incorporation of amenities such as vegetation, lighting, and other streetscape improvements. They also play an integral role in addressing a range of issues that many cities, including San Juan Bautista, are currently concerned with, including reducing the use of single occupancy vehicles, improving mobility, reducing greenhouse gas emissions and other air pollutants, enhancing pedestrian safety, promoting active lifestyles and healthy communities, revitalizing business districts, improving water quality, and maximizing the use of scarce resources and funds. Traffic calming is the set of measures that reduce the negative effects of motor vehicle use, altering driver behavior, and improving conditions for active transportation, business life, social activity, and livability.

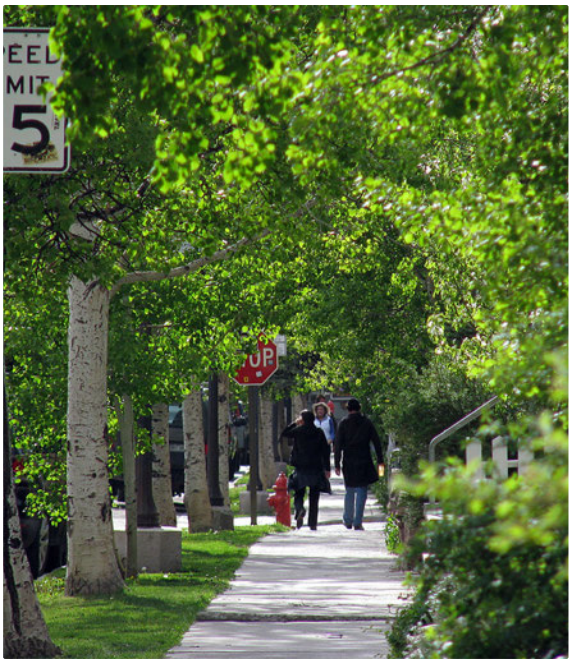


Fig 103. *Telluride, CO*

Alignment with 2035 General Plan - Existing Strategies

- **HPCD 2.2.1.1** Develop a complete streets network to connect new development to activity centers
- **HE 5.2.1.4** Design a Complete Streets Plan
- **N 1.2.1.3** Implement traffic calming devices on State Route 156 and City streets to slow traffic speeds
- **N 1.3.1.4** Implement traffic calming devices on City streets to slow traffic speeds
- **HE 5.2.1.1** Provide pedestrian and bicycle amenities, such as bicycle parking, streetscape improvements, and traffic calming measures

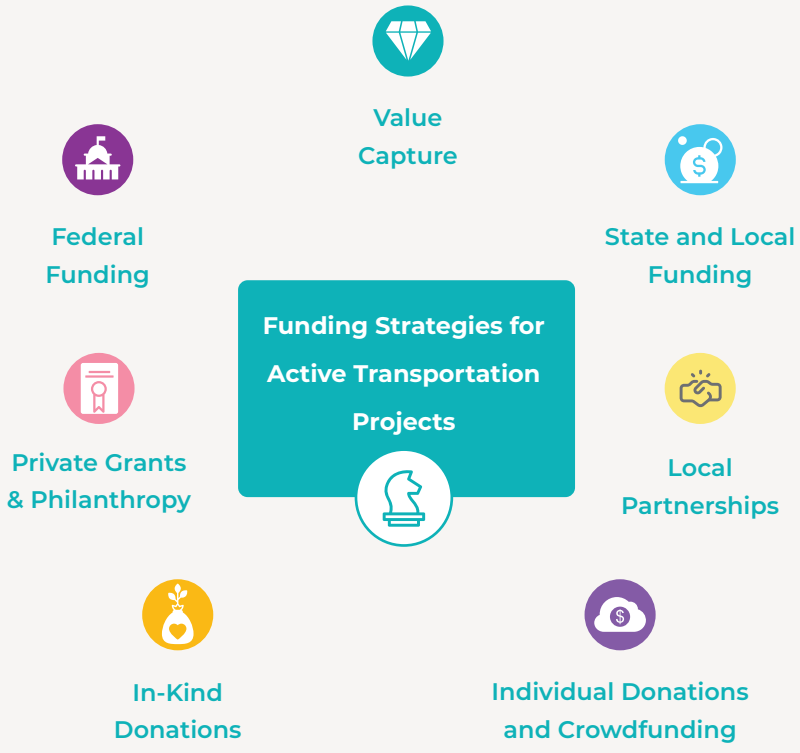
FUNDING STRATEGIES 3

Across the country, interest in and demand for better pedestrian and bicycle infrastructure has increased the interest of state and local agencies in using innovative funding and financing strategies to deliver active transportation projects. Many traditional funding programs reserve limited sums for active transportation projects or require competition for funding with other project types that may fare better when applying established prioritization criteria. While bicycle and pedestrian projects tend to be lower cost than most road projects, transportation agencies throughout the country face unique challenges in securing timely, adequate funding for them. Strategies that agencies have not typically used for active transportation projects, such as value capture and bond financing, are increasingly gaining attention as effective methods for delivery of bicycle and pedestrian projects.

A full list of funding opportunities is summarized in Section 9 Funding Source Matrix.

Funding refers to the source of the cash flow for a project, such as tax revenues or user fees. Funding sources tend to be more liquid than financing sources. Whether or not agencies use financing methods, they secure funding sources to pay for projects. Traditionally, tax-based sources such as Federal aid dollars have been the most common source of transportation funding, but agencies throughout the country have also used innovative funding strategies such as value capture, crowd-sourcing, and sponsorships. Common funding strategies for active transportation projects include:

More details on these strategies can be found on the Federal Highway Administration Bicycle and Pedestrian Program website[2].



[2] ***https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/atfft/index.cfm***

Alignment with 2035 General Plan - Existing Strategies

- **CI 1.2.2.2** Carry out the ATP funding plan to implement pedestrian infrastructure improvements
- **CI 2.4.1.2** Develop a wayfinding fund to install and maintain adequate signage
- **OS 1.1.3.1** Acquire funding for non-motorized trail projects
- **OS 2.1.1.4** Include bikeways and trails implementation as part of transportation impact fees
- **PF 8.1.2.2** Regularly apply for Community Development Block Grants and other state and federal funding sources to improve local infrastructure and provide services

4 ACCESS TO TRANSIT

A recent AARP survey of persons older than 50 years reported that 48% of respondents said they lacked a comfortable place to wait for the bus and 47% said they cannot safely cross the main roads in their community[3]. Providing the adequate infrastructure and support services for people to access transit will increase the chances of people using transit. Furthermore, when effectively integrated, bicycling and walking to public transportation help advance various environmental, health, and congestion-mitigating benefits for San Juan Bautista.

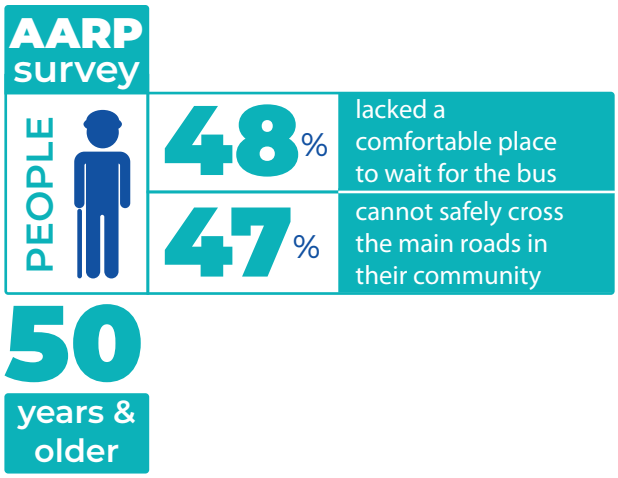


Fig 104. AARP Survey of Persons Over 50

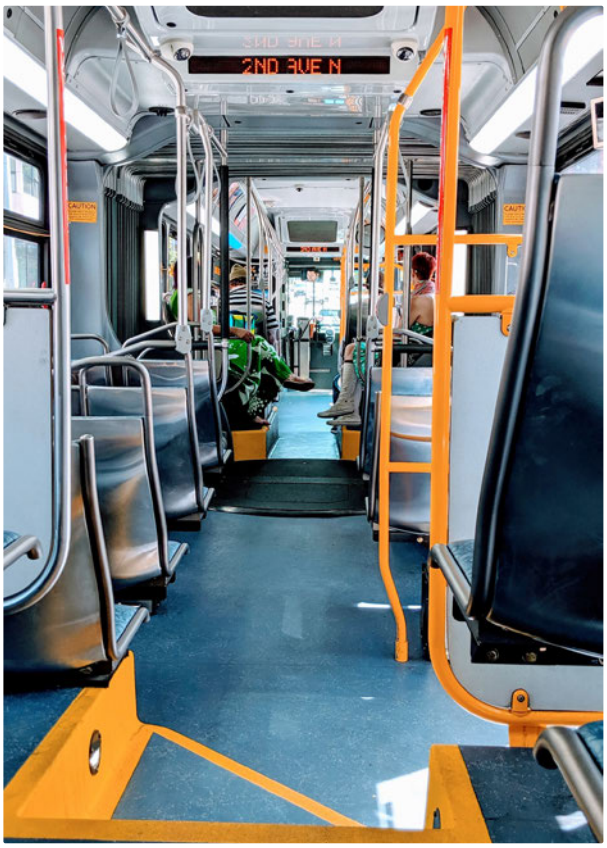


Fig 105. Public Transportation Bus Interior

[3] Koffman D, Weiner R, Pheiffer A, Chapman S. Funding the Public Transportation Needs of an Aging Population. Prepared for the American Public Transportation Association; 2010.

Alignment with 2035 General Plan - Existing Strategies

- **CI 2.2.2.1** Improve frequency of service at the County Express bus stops
- **CI 2.2.2.2** Add additional County Express bus stops near: (a) the intersection of Ahwahnee Street and San Juan Highway/1st Street; and (b) Windmill Market
- **CI 2.2.3.1** Identify and remove accessibility barriers to bus stop locations as well as transit boarding/alighting

TRANSPORTATION DEMAND MANAGEMENT 5

Local and regional jurisdictions are increasingly implementing Transportation Demand Management (TDM) policies and programs to harness the power of these travel options and reduce the number of individuals driving alone to commute to work or reach their travel destination. This plan has elements that are key to implementing effective TDM strategies. By changing preferences and patterns, transportation demand management offers the fastest and most cost-effective way to manage congestion. Recommendations that might benefit San Juan Bautista include coordinating between government and the private sector. Local and/or regional governments cannot be the only entities promoting TDM strategies. Businesses, transportation management associations, and non-profit groups have a hand in promoting these programs. When the community and local businesses buy into reducing drive alone trips, then TDM programs are more likely to succeed.

Marketing the TDM strategies is as important as the strategies themselves. A big step for implementing TDM programs and policies is simply informing people of the choices all around them. Social marketing and public awareness campaigns are well-suited to broadcast this information. This step also includes an analysis of who is commuting and where they are going.

People need transportation choices if the goal is to reduce drive-alone trips. While frequent transit service, a complete sidewalk network, and comfortable bicycle facilities are necessary, new strategies around real-time transportation information and micro-mobility options must be included in any current TDM plan.

The topic areas through which TDM is exercised are diverse, inclusive of urban design and Transit Oriented Development concepts, traffic modeling and demand, information technology, GPS and real time information, public-private partnerships, and benefits programs. The ultimate goal of a comprehensive TDM program is to serve the needs of the community by identifying strategic locations and interventions that encourage the use of other modes of transportation and molding these modes in a way that is both fiscally and politically feasible. An illustration of TDM topic areas is shown in the figure below.

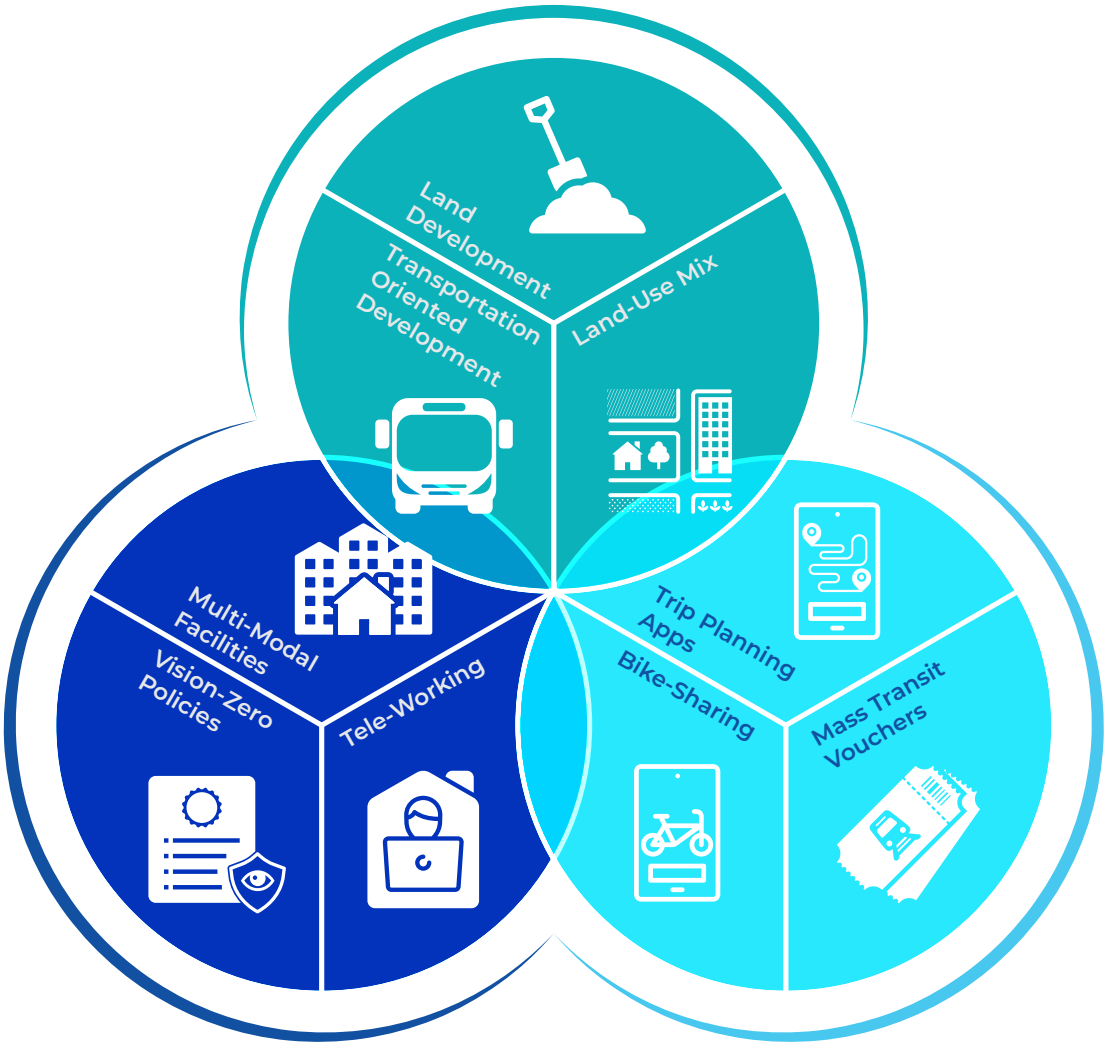


Fig 106. *TDM Infographic*

Alignment with 2035 General Plan - Existing Strategies

- **CI 2.1.2.1** Collaborate with Council of Governments (COG) and Caltrans to continuously explore all options for safe access to SJB for all users at The Alameda and State Route 156
- **HE 5.2.1.3** Encourage businesses to provide incentives for employees to walk, bike, or use public transit

PARKING MANAGEMENT 6

San Juan Bautista currently has an abundance of parking, and very little management of parking. When a parking space receives the appropriate turnover rate in a healthy downtown it has a value of $200,000, but when not properly managed this value drops significantly. A comprehensive, forward-thinking effort is needed to better manage parking in the downtown and surrounding historic sites. A parking management study provides a comprehensive update of the current status of the city's downtown parking, including existing conditions and policy analysis. A parking management study could develop downtown parking strategies to better manage current parking supply, serve existing demand, estimate the future parking needs, and understand the most appropriate funding opportunities for on-going and future parking programs. Community input is needed to engage all users including office tenants, businesses, retailers, residents, and visitors on a better way to manage parking.

Alignment with 2035 General Plan - Existing Strategies

- **LU 4.1.1.5** Situate parking to enhance the pedestrian environment and facilitate access between destinations

STREET LIGHTING 7

Street and pedestrian lighting is intended to create a nighttime environment in which people can quickly and accurately identify objects. Street lighting can improve, safeguard, and facilitate vehicular and pedestrian traffic. By providing an interconnected pedestrian network consisting of sidewalks, curb ramps, stairways, and convenient street crossing opportunities, walking becomes a safer, more attractive, and viable travel mode; quality pedestrian lighting allows pedestrians to access their destinations including transit stops, places of employment, recreation facilities, schools, and residences.

Alignment with 2035 General Plan - Existing Strategies

- **HE 3.1.1.1** Enhance lighting on streets, sidewalks, crosswalks, and in public spaces
- **HO 3.2.1.2** Increase the number of streetlights and street trees

8 FACILITY MAINTENANCE

Municipal maintenance is not a small task for any city, small or large. Facilities maintenance encompasses a broad spectrum of services, competencies, processes, and tools required to assure the built environment will remain in proper condition to meet its intended function during its life cycle. Facilities include utility systems, parking lots, streets, drainage structures, and civic grounds. Maintenance activities include planned preventive and predictive maintenance and corrective (repair) maintenance. Preventive maintenance consists of a series of time-based maintenance requirements that provide a basis for planning, scheduling, and executing scheduled maintenance, versus corrective efforts.

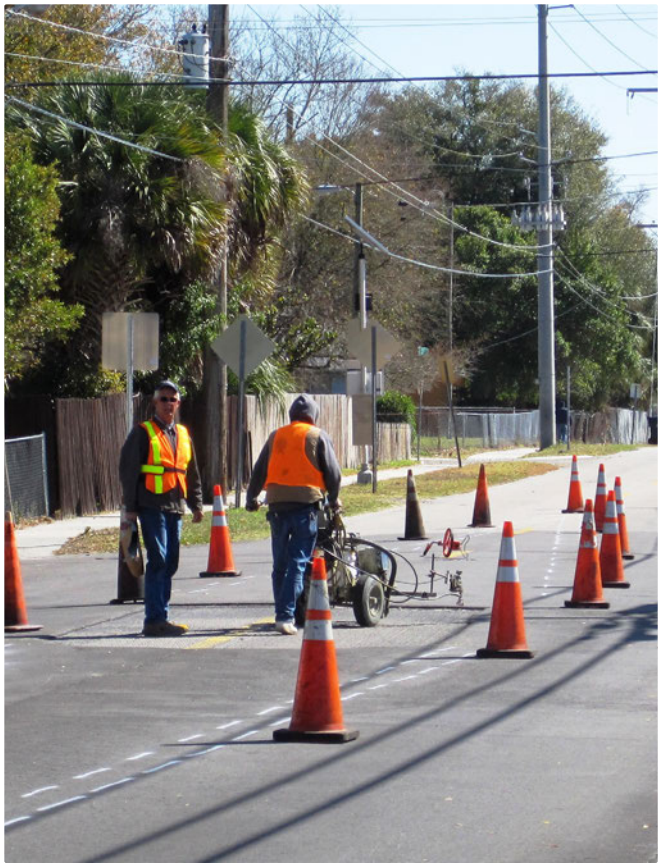


Fig 107. Street Repairs

Fig 108. Sidewalk Works

Operations and maintenance are combined into the common term operations and maintenance because a facility cannot operate at peak efficiency without being maintained; therefore, the two are discussed as one. Operations and maintenance require a knowledgeable, skilled, and well-trained management and technical staff and a well-planned maintenance program. The philosophy behind the development of a maintenance program is often predicated on the organization's capabilities.

Fig 109. ***Routine sweeping of a buffered bike lane in Minneapolis, MN***

Alignment with 2035 General Plan - Existing Strategies

- **CI 1.2.1.1** Develop maintenance and repair schedule for crosswalks, sidewalks, multi-use paths, and trails throughout town.
- **LU 2.1.1.1** Identify necessary sidewalk maintenance and improvement locations.

9 STREET TREE PROGRAM

Fig 110. Young trees creating enclosure for the sidewalk

Street trees are considered an essential part of most urban streets. They help cool places and cleanse the air, pump oxygen into the atmosphere, reduce heat island impacts, help with drainage, bring nature into the city, and provide for a pleasant and comfortable walking environment. San Juan Bautista should consider adding street trees by developing a street tree plan, with plantings and maintenance by the City. Special attention must be paid to the health, retention and replacement, where necessary, of historic landscaping, including trees, within public spaces and within rights of way.

Alignment with 2035 General Plan - Existing Strategies

- **LU 4.1.1.6** Use trees and other green infrastructure to provide shelter, beauty, urban heat reduction, and separation from automobile traffic
- **HO 3.2.1.2** Increase the number of streetlights and street trees
- **CO 4.1.1.2** Establish tree protection, replacement and maintenance guidelines
- **HPCD 2.2.1.2** Connect sidewalks with shade trees in new development to the complete streets network

WAYFINDING 10

Wayfinding is a powerful tool that increases pedestrian circulation, celebrates the culture and history of a place, and reinforces identity and sense of place. Wayfinding design combines signage and map design, symbols, color, and typography to effectively navigate people through a space. Especially important in built environments, wayfinding design provides the visual cues to help guide people to their destinations with ease. Effective wayfinding systems increase the comfort level of those navigating the community. Positive experiences may lead to longer tourist stays and inspire deeper exploration of what a community has to offer. Signs, maps, and tours indicate a community's support for walking culture and are a good way for municipalities to encourage and facilitate walking for many different purposes, including recreational, utilitarian, and fitness.

Fig 111. Sign marking Anza Trail Head

Alignment with 2035 General Plan - Existing Strategies

- **LU 4.1.1.9** Use modern technology to increase pedestrian wayfinding and safety
- **CI 2.4.1.1** Create a wayfinding plan aided by modern technology
- **CI 2.4.1.3** Construct gateway monuments using the City's adopted marketing/branding plan at the three entrances to the City to facilitate wayfinding
- **OS 1.4.2.4** Establish open space, parks, and trails with signage and street crossings for safety and access
- **ED 3.2.2.2** Establish a wayfinding system to identify the City
- **HPCD 1.1.1.3** Design and install gateway welcome signs for the three growth corridors: Muckelemi St., 3rd St., and The Alameda that highlight the City's historic character and local architecture

11 SAFE ROUTES TO SCHOOL

Walking and biking bolsters physical and mental health, reduces traffic congestion, improves air quality, reduces the impact of school travel on our climate, and strengthens our communities and sense of place. National estimates indicate that school trips represent 26% of traffic during the morning peak hour. Kids who walk, bike, and bus to school become adults who walk, bike, and bus. By teaching children the joys and health benefits of safe walking and biking, we are helping students to make active transportation a lifelong choice. San Benito County developed a School Walk and Bicycle route map for San Juan Elementary school and improvements to pedestrian crossings on 4th Street and The Alameda (also identified in the *San Benito County Bikeway and Pedestrian Master Plan* (2009). Creating a local San Juan Bautista SRTS Program will allow the city and school district to focus on site specific needs and travel habits to develop a new action plan that will advance the goal of making it safer and easier for kids to walk and bike to school.

Fig 112. Children walking from school

Alignment with 2035 General Plan - Existing Strategies

- **LU 4.1.1.3** Design streets so that children can walk to school
- **HE 5.2.1.5** Implement the Safe Routes to School program

PUBLIC ART PROGRAM 12

Public art adds value to communities - from a cultural, social and economic perspective. Public art celebrates our past and reveals our evolving culture, making communities meaningful and unique. Public art often adds a layer of interest and activates public spaces.

Streets, intersections, traffic signal control boxes, hydrants, fences, sitting spaces, parks, plazas, buildings, underpasses, medians, and even parking lots could be considered canvases to enliven neighborhoods or the city with either temporary or long-term art projects. Gateways into town are especially important locations for public art. The city already has several pieces of public art primarily located downtown, including seasonal displays on 3rd Street. Guidelines already in place in San Juan Bautista suggest the following themes for consideration:

- **San Juan Bautista's cultural influences including El Teatro Campesino, Day of the Dead, the Californio period and Chicano muralism**
- **Current and historic agriculture and farmland, farm animals, mountains and hills, trees**
- **Children, joy, and hope**

Fig 113. Old Mural at San Juan Bautista

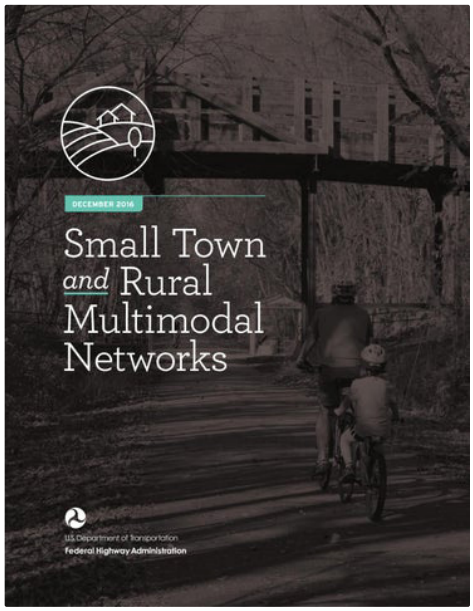
In April 2022, the San Benito County Arts Council sought California-based artists or artist teams to submit their qualifications to create and install a large-scale mural and other artistic elements, at the Washington Street Underpass in San Juan Bautista. The city could create an arts advisory committee to manage the call of artists and selection of talent for other projects. Future projects may also be part of a State Highway Beautification Project, sponsored by the California Department of Transportation and the Clean California Program. Governor Newsom, as part of his California Comeback Plan, Clean California, is investing $1.1 billion for state and local governments to clean up trash and debris statewide and beautify community gateways and public areas along highways and streets.

Alignment with 2035 General Plan - Existing Strategies

- **HPCD 3.1.1.5** Develop public arts program for trails and complete streets

13 UPDATED FACILITY DESIGN GUIDES

There is a significant lag between those designs that communities seek, those that support people and place, and the conventional and widely accepted design guidance documents, developed by state and national organizations. Many engineers seek adopted document support before they take action. Thus, this plan recommends City Council adoption of one or more modern guides, allowing a more complete toolbox.



Documents that provide more comprehensive tools have been written and can be adopted locally. For instance, the Federal Highway Administration (FHWA) has produced *The Small Town and Rural Multi-Modal Networks* report which is a "resource and idea book intended to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides a bridge between existing guidance on bicycle and pedestrian design and rural practice, encourages innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas, and shows examples of peer communities and project implementation that is appropriate for rural communities."

Fig 114. Small Town and Rural Multi-Modal Networks Report

More locally, through the work of TAMC, SSCRPC and San Benito County have created the *Monterey Bay Area Complete Streets Guidebook*, intended "to provide resources and a procedure to local jurisdictions for developing streets in the Monterey Bay Area that meet the needs of all users, including non-drivers of all ages and abilities, and help reduce greenhouse gas emissions by encouraging bicycle, pedestrian and transit usage." The policy guidance and recommendations included in the *Monterey Bay Area Complete Streets Guidebook* can be adopted by jurisdictions to address the following needs:

Fig 115. Ensuring the built environment functions for all, Fairhope, AL

1. Comply with California Complete Streets legislation (AB 1358)
2. Ensure that roadways function well for all roadway users
3. Adopt a planning process in which all stakeholders (motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders) are considered
4. Reduce vehicle miles traveled and reach regional greenhouse gas targets pursuant to California law (SB 375)
5. Achieve objectives identified in local Climate Action Plans

Alignment with 2035 General Plan - Existing Strategies

- **CI 1.1.1.1** Adapt *Monterey Bay Area Complete Streets Guidebook* for local use
- **CO 1.3.1.1** Establish requirements for sidewalk and bike path connectivity in new development, including minimum width and setback standard
- **HO 3.2.1.1** Design and implement walkable neighborhoods with sidewalks, crosswalks, and front porches

14 TECHNOLOGY AND MICRO-MOBILITY

In response to the increasing demand for walking and bicycling facilities in cities and towns across the country, many jurisdictions are exploring micro-mobility as an alternative mode for short trips and active transportation. The Federal Highway Administration broadly defines micro-mobility as any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled devices. Micro-mobility is an innovative urban transportation solution aimed at providing short-distance travel options including first and last mile trips for transit connections. With the advent of smartphones, micro-mobility gained further popularity as a shared mode of transport that can be booked using popular apps on connected mobile devices.

Cities across the nation are experimenting with a range of approaches to actively manage micro-mobility programs to ensure positive safety and equity outcomes. Cities are examining the effects of various safety practices—including how to set service areas, determine maximum safe device speeds, and restrict times of operation in areas with dense micro-mobility ridership—and exploring approaches to incentivize helmet use. Cities also are investigating micro-mobility parking needs in relation to concerns about sidewalk accessibility for pedestrians with disabilities. The California legislature has provided some useful framing in the California Vehicle Code related to micro-mobility; for example, defining “motorized scooter” and “electrically motorized board” and providing rules of the road for users of these devices.

Fig 116. COGO Bikeshare, Columbus, OH

More recently the emergence of Neighborhood Electric Vehicles (NEVs – small electric vehicles, roughly the size of a golf cart that are licensed and regulated for street use by California state law) has prompted some California communities to consider special facilities to accommodate this new mobility option. Currently, California law already permits the use of these vehicles (provided they are properly registered) on all street with speed limits below 30 mph. This would include all streets within San Juan Bautista and exclude the rural highways outside of the community and SR-156. The city should monitor use of these vehicles moving forward to determine if any further support or regulation is needed (e.g. designated parking, charging stations, etc.)

Alignment with 2035 General Plan - Existing Strategies

- **HE 5.2.1.2** Explore innovative solutions such as a bicycle coalition and bicycle share program

GREEN INFRASTRUCTURE 15

Urban development leads to an increase in impervious surfaces and a corresponding increase in surface runoff and pollutants from vehicles and other urban sources. Green infrastructure includes streets and parking lots designed with a landscape and/or paving system that captures, slows, filters, and potentially infiltrates storm water runoff. By increasing natural storage and infiltration of rainwater, municipalities can slow peak flows and ease the burden of overwhelmed storm drain infrastructure. However, the benefits of building green infrastructure go beyond the obvious and include many ancillary environmental and community benefits. The concepts of livability and storm water management are intertwined. Green streets and parking lots are most commonly thought of as introducing some type of storm water treatment measure (e.g., vegetated swale, planter, rain garden, etc.) to actively capture and manage surface runoff at its source. Infrastructure and development projects offer opportunities to get a green infrastructure program in motion and such infrastructure should be considered necessary with any redesign of permeable areas.

Fig 117. Green Infrastructure

16 ADA TRANSITION PLAN UPDATE

Many existing sidewalks are inadequate in width or separation from the roadway or in need of repair or replacement. More importantly, much of the system does not meet current standards for accessibility needed to comply with the Americans with Disabilities Act (ADA – 1990). The City should seek all opportunities to improve conditions, from routine street repair or reconstruction projects and ADA retrofits, to development and new construction, that meet model standards for comfort and accessibility across the system. In particular, this plan recommends that the City perform planning, environmental review, and design for sidewalk installations and ADA retrofits, to develop shovel-ready projects for available outside funding sources.

Under Title II of the Americans with Disabilities Act (ADA, 1990, Public Law 101-336), states and local government agencies have a legal responsibility to ensure that all public programs, activities, and services are accessible to persons with disabilities. This includes all public facilities and infrastructure, including both existing and new construction. Furthermore, agencies have a responsibility to maintain accessible features in compliant condition, including repair and replacement of sidewalks and ramps that fall out of compliance, seasonal maintenance of landscaping, debris, snow and ice, work zone accessibility during construction projects and ensuring property and business owners do not create barriers such as parked cars, sandwich boards, seating or other temporary uses.

The US Access Board is the agency responsible for developing minimum accessibility guidelines for compliance with ADA requirements for new construction or alterations. These guidelines are found in the draft Public Rights-of-Way Accessibility Guidelines and reflect the current recommended practice for complying with the ADA.

ADA Transition Plans document current conditions via an inventory of current non-compliant facilities and a detailed plan for continuous implementation for meeting compliance over time.

Fig 118. Addressing accessibility creates streets that work for everyone, Davis, CA

ADA Transition Plans must:

- **Inventory physical obstacles by location, including but not limited to the following:**
  - Curb ramps that do not meet current ADA standards for running slope, cross slope, detectable warnings, etc.
  - Driveway aprons that do not have at least four feet of sidewalk width with cross slope less than 2%.
  - Utility poles, signposts, or other physical objects that restrict the sidewalk width to less than four feet.
  - Damaged or heaved sidewalks where there are vertical changes in level exceeding ¼-inch
- **Provide opportunity for residents and persons with disabilities to provide input**
- **Detail the methods and process for making facilities accessible**
- **Provide a schedule for implementation and modifications**
- **Identify an official responsible for plan implementation**
- **Set aside a budget for plan implementation**

Once an updated ADA Transition Plan is developed for San Juan Bautista, projects can be identified that bundle ADA retrofits for various locations in the City, to take advantage of economy of scale. It may also be beneficial to bundle ADA retrofits with one or more sidewalk infill projects.

Alignment with 2035 General Plan - Existing Strategies

- **CI 1.2.1.2** Comply with American Disabilities Act of 1990 Review and update ADA Transition plan and identify implementation strategies for meeting compliance
- **CI 2.2.3.1** Identify and remove accessibility barriers to bus stop locations as well as transit boarding/alighting

7. Project Prioritization Criteria | Methodology

Prioritizing projects is one of the main steps in the process of developing an Active Transportation and Community Connectivity Plan. The project recommendations from this Plan came from qualitative analysis and public/stakeholder engagement completed by the project team with the goal of being as comprehensive as possible. The prioritization criteria were informed by the planning process; they reflect the input from residents, community organizations, property and business owners, and agency staff. Strategies from the City's 2035 General Plan were also considered.

SUMMARY OF PRIORITIZATION CRITERIA

Project Impact

- Connect to Business District and Key Destinations
- Consistent with General Plan and/or Relevant Studies
- Supports Equitable Approach
- Supports Economic Development Goals
- Enhances Regional Connectivity

Project Readiness

- Community Desire/Support
- Project Estimated Cost
- Project Complexity
- Funding Alignment

The project prioritization methodology presented below ranks projects by potential impact alongside level of readiness. The objective for this tool is to guide decision-making in the City's project implementation process and provide documentation of various benefits to align with competitive funding opportunities.

Each of the recommended projects in this Active Transportation and Community Connectivity Plan were screened based on the criteria established to determine which improvements best aligned with the needs and desires of the community and best help the City reach its vision. This evaluation, along with factors like local knowledge was used to flag projects as short-, mid-, or long-term projects.

PROJECT PRIORITIZATION METHODOLOGY

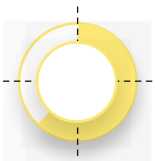
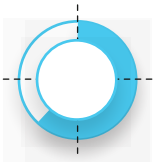
	Project Impact					Project Readiness			
	PRIORITIZATION CRITERIA / CONSIDERATIONS								
PROJECT	Connect to Business District and Key Destinations	Consistent with General Plan and/or Relevant Studies	Supports Equitable Approach	Supports Economic Development Goals	Enhances Regional Connectivity	Community Desire/Support	Project Estimated Cost	Project Complexity	Funding Alignment
Project Readiness	0	0	0	0	0	0	0	0	0
TOTAL						TOTAL			

Table 15. Project Prioritization Methodology

8. Prioritized Project List & Cost Estimates

BICYCLE MULTI-MODAL PROJECTS

Probable Cost

$ $ $ $ $	UNDER $100K
$ $ $ $ $	$100 - 200K
$ $ $ $ $	$200 - 500K
$ $ $ $ $	$500K - $2M
$ $ $ $ $	OVER $2M

Project Timeline

Short Range	1 - 2 years
Mid Range	3 - 5 years
Long Range	6 - 10 years

Project MM-01

type: Bike Lanes
location: Monterey Street
length: 0.35 miles

Bike lanes should be added with resurfacing, providing bicycling access between the west edge of the City and the growing north part of the City.

Impact
LOW

Readiness
MEDIUM

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-02

type: Bike Lanes
location: Muckelemi Street
length: 0.43 miles

Bike lanes should be added with resurfacing from Monterey Street to 4th Street (no lanes needed from 4th Street to 2nd Street), providing bicycling access between the west edge of the City and downtown.

Impact
MEDIUM

Readiness
HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-03

type: Bike Lanes
location: 4th Street
length: 0.53 miles

Bike lanes should be added on 4th Street via restriping, providing bicycle access from Monterey to the Alameda.

Impact
MEDIUM

Readiness
HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-04

type: Bike Lanes
location: 3rd Street
length: 0.70 miles

Bicycle lanes can be provided on 3rd Street via restriping, extending the existing bike lanes west of Trailside to the recommended bicycle facilities for The Alameda to the south.

Impact
HIGH

Readiness
HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-05

type: Separated Bike Lanes
location: The Alameda
length: 0.57 miles

Bicycle lanes on The Alameda provide a critical connection between downtown and the southern portion of the City; buffered or separated bicycle lanes are recommended due to the higher volumes of motor vehicle traffic.

Impact
HIGH

Readiness
MEDIUM

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-06

type: Bicycle Street
location: Washington St./Lang St.
length: 0.64miles

Converting Washington Street and Lang Street to a bicycle street provides better access for residents of the Lang Street neighborhood, eventually tying in with the Lang Street connector to The Alameda.

Impact
MEDIUM

Readiness
HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-07

type: Separated Bike Lanes
location: First Ave./San Juan Highway
length: 0.23 miles

Adding painted buffers to this roadway can improve the comfort and separation for bicyclists on this key connection from Downtown to Anzar High School.

Impact: HIGH

Readiness: HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-08

type: Separated Bike Lanes
location: Old Stage Road connect Anza Trail Head
length: 0.34 miles

Providing buffered lanes here provides a comfortable route to the Anza Trailhead, achieved through widening the existing pavement. Long term a shared use path on the east side should be implemented.

Impact: HIGH

Readiness: MEDIUM

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-09

type: Separated Bike Lanes
location: Mission Vineyard Road
length: 1.07 miles

Mission Vineyard Road should be resurfaced and widened as part of development of the adjacent properties, allowing for buffered bicycle lanes.

Impact: LOW

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-10

type: Separated Bike Lanes
location: Old SJ Hollister Road
length: 0.76 miles

San Juan Hollister Road should be resurfaced and widened as part of development of the adjacent properties, allowing for buffered bicycle lanes.

Impact: LOW

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-11

type: Separated Bike Lanes
location: Old SJ Hollister Road (connect to Hedges)
length: 0.12 miles

San Juan Hollister Road should be resurfaced and widened as part of development of the adjacent properties, allowing for buffered bicycle lanes.

Impact: LOW

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-12

type: Shared Use Path
location: Sidepath New SR-156 Service Road
length: 3.38 miles

After existing SR-156 becomes a service road as the new SR-156 is completed, a walkway and shared use path should be installed on the north side, providing a connector to Hollister.

Impact: HIGH

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-13

type: Shared Use Path
location: Lang Street to The Alameda
length: 0.24 miles

This shared use path should be developed in advance of or in conjunction with extension of Lang Street to The Alameda to create a new connection from downtown to the Anza Trailhead.

Impact: HIGH

Readiness: MEDIUM

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-14

type: Shared Use Path
location: NYLAND Drive The Alameda to Breen Road
length: 0.80 miles

A shared use path along the north side of Nyland Drive extended beyond the current terminus to Cagney Road will provide a key connection from downtown to the new SR-156 Sidepath to Hollister.

Impact: HIGH

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-15

type: Shared Use Path
location: San Juan Creek Underpass connect Breen to SJ-Hollister
length: 0.14 miles

Establishing a north-south connector using the existing San Juan Creek underpass will improve connections from downtown to developing areas to the south.

Impact: MEDIUM

Readiness: MEDIUM

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-18

type: Shared Use Path
location: Camino Real/Cultural Trail from First St. to Franklin
length: 0.82 miles

This shared use path, with specific alignment yet to be determined, would be a marquee destination trail and the backbone of the trail system with significant opportunity for education and telling the San Juan Bautista story.

Impact: HIGH

Readiness: LOW

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

Project MM-19

type: Bicycle Street
location: 2nd Street Franklin to Monterey
length: 0.41 miles

2nd Street is relatively low-volume, so a shared street is sufficient for most bicyclists. Branding this street for bicycling improves access to key attractions including the Mission and State Historical Park.

Impact: MEDIUM

Readiness: HIGH

Project Timeline
Short Range
Mid Range
Long Range

Probable Cost
$ $ $ $ $

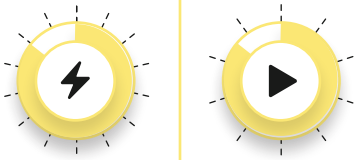
INTERSECTION PROJECTS

Project INT-01

type: Intersection Modification
location: 4th Street at The Alameda

Tighten intersection with curb extensions and high visibility crosswalks. A pilot demonstration can be installed with temporary materials prior to full implementation.

Impact	Readiness
HIGH	**HIGH**



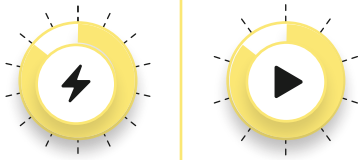
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

Project INT-02

type: Intersection Modification
location: Muckelemi St. at 4th St.

Tighten the intersection with curb extensions and high visibility crosswalks. A pilot demonstration can be installed with temporary materials prior to full implementation.

Impact	Readiness
HIGH	**HIGH**



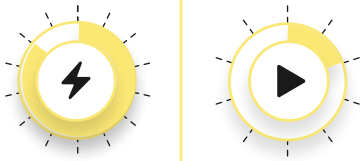
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

Project INT-03

type: Roundabout
location: Muckelemi Street at Monterey Street

A small single lane roundabout should be installed as a traffic calming gateway feature on the city's western edge.

Impact	Readiness
HIGH	LOW



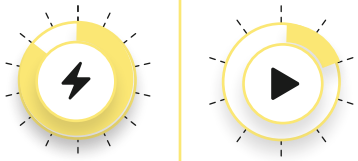
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

Project INT-04

type: Roundabout
location: SR-156 at Monterey Street

Work with Caltrans to install a multi-lane roundabout consistent with the recommendations of the SR-156 Multi-Modal Enhancement Study.

Impact	Readiness
HIGH	LOW



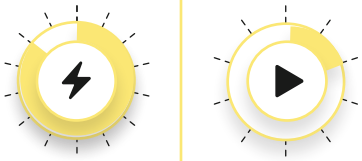
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

Project INT-05

type: Roundabout
location: The Alameda at SR-156

Work with Caltrans on a feasibility study and a detailed design to install a multi-lane roundabout.

Impact	Readiness
HIGH	LOW



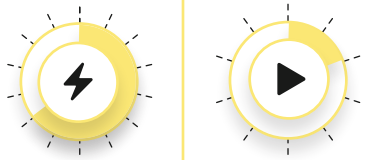
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

Project INT-06

type: Roundabout
location: The Alameda at Mission Vineyard Road

A small single lane roundabout should be installed to increase safety for all users at this skewed multi-road intersection.

Impact	Readiness
MEDIUM	LOW



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

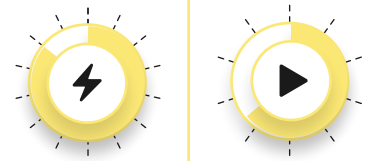
$ $ $ $ $

Project INT-07

type: Mini Circle
location: 4th Street at Washington Street

A mini circle at this location provides traffic calming for the neighborhood and facilitates Washington Street as a bicycle street.

Impact	Readiness
HIGH	MEDIUM



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

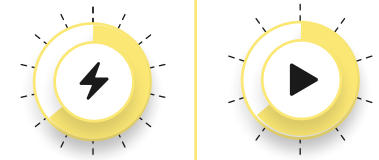
$ $ $ $ $

Project #8

type: Mini Circle
location: 6th Street at Washington Street

A mini circle at this location provides traffic calming for the neighborhood and facilitates Washington Street as a bicycle street.

Impact	Readiness
MEDIUM	MEDIUM



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

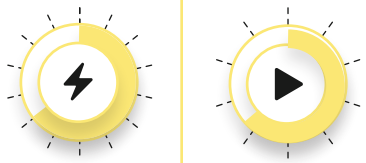
$ $ $ $ $

Project INT-09

type: Intersection Modification
location: 2nd Street at Polk Street

Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.

Impact	Readiness
MEDIUM	MEDIUM



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

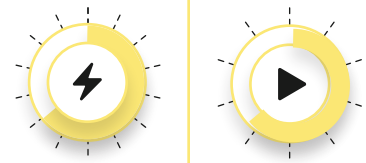
$ $ $ $ $

Project INT-10

type: Intersection Modification
location: 2nd Street at Muckelemi Street

Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.

Impact	Readiness
MEDIUM	MEDIUM



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

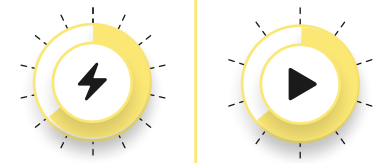
$ $ $ $ $

Project INT-11

type: Mini Circle
location: 2nd Street at Monterey Street

A mini circle at this location provides traffic calming for the neighborhood and facilitates 2nd Street as a bicycle street.

Impact	Readiness
MEDIUM	MEDIUM



Project Timeline

Short Range
Mid Range
Long Range

Probable Cost

$ $ $ $ $

9. Funding Source Matrix

Federal Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Varies
Safe Routes to Parks, Activating Communities Program	National Center for Safe Routes to School and Caltrans	The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement.	Varies
Pilot Program for Transit- Oriented Development Planning - Section 20005(b)	FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Annual
Public Transportation COVID-19 Research Demonstration Grant Program	FTA	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Varies
Public Transportation Innovation - 5312	FTA	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Varies
Safety Research and Demonstration Program	FTA	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Annual

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

Grant Type: C=Competitive or F=Formula

ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
X	X		Project examples include mobility management programs, building an accessible path to a bus stop, improving signage, or way-finding technology.	https://www.transit. dot.gov/funding/ grants/ enhanced-mobility-seniors-individuals-disabilities-section-5310	F & C
X		X	Project examples include Safe Routes to Parks action plans, as well as implementation activities such as acquiring rights-of-way, maintenance, and street design.	https://www. saferoutespartnership. org/ healthy-communities/ saferoutestoparks/2019	C
X			Examples include TOD projects and plans.	https://www. transit.dot.gov/ notices-funding/ pilot-program-transit-oriented-development-planning-fy2021- notice-funding	C
		X	Plans and measures for innovative solutions that improve the operational efficiency of transit agencies and enhance the mobility of transit users affected by the COVID-19 public health emergency.	https://www. transit.dot.gov/ grant-programs/ public-transportation-covid-19-research-demonstration-grant-program	
X			Research, development, demonstration and deployment projects.	https://www.transit. dot.gov/funding/ grants/public-transportation-innovation-5312	C
		X	Operational safety programs.	https://www. transit.dot.gov/ research-innovation/ safety-research-and-demonstration-program	C

Federal Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
State of Good Repair (SGR) Grants - 5337	FTA	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Four Fiscal Years
Urbanized Area Formula Grants - 5307	FTA	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Annual
Accelerating Innovative Mobility (AIM)	FTA	Funds development and demonstration projects that accelerate the development, implementation and adoption of innovative technologies, practices, and service models to improve mobility and enhance the rider experience.	Varies
Access and Mobility Partnership Grants	FTA	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Varies
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	FTA	US DOT's BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Annual
Capital Investment Grants - 5309	FTA	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Annual
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	FTA	Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of seniors and persons with disabilities.	Annual
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149	FTA	Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Annual

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
		X	Fixed guideway and high intensity motorbus systems.	https://www.transit. dot.gov/funding/ grants/state-good-repair-grants-5337	F
		X	Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies.	https://www.transit. dot.gov/funding/ grants/urbanized-area-formula-grants-5307	F
		X	Research and technology programs and plans.	https://www.transit. dot.gov/AIM	C
		X	Coordination of non-emergency medical transportation services program.	https://www.transit. dot.gov/funding/ grants/grant-programs/access-and-mobility-partnership-grants	C
X			Construction projects.	https://www.transit. dot.gov/funding/ grants/better-utilizing-investments-leverage-development-build-transportation-grants-program	C
X			Design and construction of new fixed-guideways or extensions to fixed guideways.	https://www.transit. dot.gov/sites/fta.dot. gov/files/docs/5309_ Capital_Investment_ Grant_Fact_ Sheet.pdf	C
		X	Planning program to meet the special transportation needs of seniors and individuals with disabilities.	https://www.transit. dot.gov/funding/ grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	F
	X	X	Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard.	https://www. transit.dot.gov/ funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	F

Grant Type: C=Competitive or F=Formula

Federal Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Flexible Funding Programs - National Highway Performance Program - 23 USC 119	FTA	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Annual
Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	FTA	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Annual
Grants for Buses and Bus Facilities Formula Program - 5339(a)	FTA	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Annual
Integrated Mobility Innovation (IMI)	FTA	FTA's IMI Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Annual
Mobility for All Pilot Program Grants	FTA	This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	January
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312		Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Annual

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
X			Construction projects of highways, bridges, ferry boats, and facilities.	https://www. transit.dot.gov/ funding/grants/ flexible-funding-programs-national-highway-per-formance-program-23-usc-119	F
				https://www.fhwa.dot.gov/fastact/ factsheets/ stbgfs.cfm	F
X			Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.	https://www.transit.dot.gov/funding/ grants/bus-program	F
		X	Trip planning services, planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation.	https://www.transit. dot.gov/IMI	C
		X	Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, and leasing equipment or a facility for use in public transportation.	https://www.transit. dot.gov/funding/ grants/ grant-programs/mobility-all-pilot-program-grants	C
		X	Projects include: private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers; operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities; state or local government entities; other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.	https://www.transit. dot.gov/funding/ grants/ grant-programs/mobility-all-pilot-program-grants	C

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Clean Mobility Options	Air Resources Board	The program makes $20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments).	Varies
Transformative Climate Communities (TCC)	Strategic Growth Council/ Department of Conservation		Summer 2023
Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes $2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs and prepare to implement clean transportation and land use projects. The program makes $20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents' access to key destinations so they can get where they need to go without the use.	
Local Streets and Roads (LSRP) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Annual (May)

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ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
X			Projects include: bikeshare programs and "quick build" right-of-way safety improvements for bicycles and scooters.	https://www. cleanmobilityoptions. org/	F
X			Projects include: affordable and sustainable housing developments; transit stations and facilities; electric bicycle and car share programs; solar installation and energy efficiency; water-energy efficiency installations; urban greening and green infrastructure; bicycle and pedestrian facilities; recycling and waste management; and health and well-being projects.	http://www.sgc.ca.gov/ programs/tcc/	
X	X	X	Projects include: new bike routes (Class I, Class II, or Class IV) and supporting infrastructure; publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks); new walkways that improve mobility/ access/safety of pedestrians (nonmotorized users); and street crossing enhancements, including accessible pedestrian signals.	https://ww3.arb. ca.gov/msprog/ ct/opportunities-gov/ step.htm	C
X			Projects implement enhanced crosswalk signing and striping; create safety separation between motorists, bicyclists and pedestrians; design and construct school access and safety improvements to schools (SRTS).	https://catc.ca.gov/ programs/sb1 /local-streets-roads-program	F

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Every Two Years
Reconnecting Communities: Highways to Boulevards (RC:H2B)	California Department of Transportation (Caltrans)	This purpose of this program is to plan for and fund the conversion of key underutilized highways in the State into multi-modal corridors to reconnect communities divided by transportation infrastructure. The program addresses legacy impacts through community-based transportation planning, design, demolition, and/ or reconstruction of city streets, parks, or other infrastructure.	April
State Transportation Improvement Program (STIP)	California Transportation Commission/ California Department of Transportation (Caltrans)	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Every Two Years
Urban Forestry Program	California Department of Forestry and Fire Protection (CAL FIRE)	This program funds Urban Greening projects that result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.	Varies

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ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
X			Projects include: the construction of Class I and Class II bikeways; pedestrian improvements and plaza at transit stations; and intersection improvements.	https://catc.ca.gov/ programs/sb1/ solutions-for-congested-corridors-program	C
X		X		https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b	
X			Projects include: bike/ped overcrossing and access improvements; bicycle and pedestrian bridges; Class I, II, III, & IV bike lanes; multi-use paths; and Complete Streets improvements.	https://dot.ca.gov/ programs/local-assistance/fed-and-state-programs/ state-transportation-improvement-program	C
X		X	Projects include: urban forest expansion and improvement; urban forest management activities; urban wood and biomass utilization.	https://www.fire. ca.gov/grants/urban-and-community-forestry-grant-programs/	C

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Infill Infrastructure Grant Program for Small Jurisdictions	California Department of Housing and Community Development	The purpose of the program is to provide grants for Capital Improvement Projects in support of qualifying infill projects or qualifying infill areas. Funding and program requirements are provided under Assembly Bill 101 (Stats. 2019, ch. 159, 20) and Part 12.5 (commencing with section 53559) of Division 31 of the Health and Safety Code.	Varies
Land and Water Conservation Fund (LCWF)	California Department of Parks and Recreation	The LWCF is a program to conserve irreplaceable lands and improve outdoor recreation opportunities. The program can be used for local efforts to support state and local parks and playgrounds and to provide the tools that communities need to meet their diverse conservation and recreation needs.	Annual
Statewide Park Program	California Department of Parks and Recreation	The goal of this program is to create new parks and new recreation opportunities in underserved communities across California.	December
Active Transportation Planning Grants (ATP)	California Department of Transportation (Caltrans)	Funding for sidewalks, bike lanes, trails, Safe Routes to School programs, and pedestrian and bicycle plans. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.	July- September
Transportation Development Act (TDA) Article 3 (SB 821)		The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.	Annual Article 3 Transit Stop Access Improvement Program

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ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
x				https://www.hcd. ca.gov/grants-funding/ active-funding/iigp. shtml	C
x	x		Projects include: recreational area and trails, as well as support for community parks, trails recreational access sites and open spaces.	https://www. lwcfcoalition.com/	F
x	x		Projects include: acquisition of land; jogging and walking loops; par course; running tracks; non-motorized trails; pedestrian/ bicycle bridges; and greenbelt/ linear trails.	https://www.parks. ca.gov/?page_ id=29939	C
x	x	x	Projects include: capital improvements; Bicycle and Pedestrian Plans; Safe Routes to School Plans; Active Transportation Plans; education, encouragement, and enforcement activities; and quick-build projects.	https://dot.ca.gov/ programs/local-assistance/fed-and-state-programs/ active-transportation-program	C
x		x	Projects include: partnerships with member jurisdictions to apply for the Transit Stop Access Improvement Program for ADA bus stop improvements and amenities.	https://dot.ca.gov/ programs/rail-and-mass-transportation/ transportation-development-act	F

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans)	The program includes $29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Annual
Urban Greening	California Natural Resources Agency	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include at least one of the following: sequester and store carbon by planting trees; reduce building energy use by strategically planting trees to shade buildings; reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.	Varies
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency and Caltrans	The EEMP is an annual program that offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.	Varies
Local Partnership Program - Competitive and Formulaic	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200M/year to improve aging infrastructure, road conditions, active transportation, transit and rail, as well as health and safety benefits.	March - June
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	January

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ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
		X	Projects include: Safe Routes to School Plans; Active Transportation Plans; Bike/Ped/Trail/ Path Feasibility Studies; Complete Streets Plans; Sustainable Communities Plans; Transit-Oriented Development Plans; and First/Last Mile Connectivity Plans.	https://dot. ca.gov/programs/ transportation-planning/regional-planning/sustainable-transportation-planning-grants	C
X			Projects include: non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools; projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking; and Complete Green Streets.	https://resources. ca.gov/grants/urban-greening	C
X				https://resources. ca.gov/grants/ environmental-enhancement-and-mitigation-eem/	C
X	X	X	Projects include: closing sidewalk gaps; installing Class II bike lanes and cycle tracks; curb extensions; pedestrian enhancements; improvements to lighting and signage; constructing single-lane and multi-lane roundabouts; improvements to street, pedestrian and bicycle facilities; and expressway pedestrian overcrossings.	https://catc.ca.gov/ programs/sb1 /local-partnership-program	F & C
X	X	X	Projects include: pedestrian and bike trails; first/last mile connections via bike lanes and separated paths; bike share programs; bike parking facilities; and planning activities.	https://calsta.ca.gov/ subject-areas/transit-intercity-rail-capital-prog https://dot.ca.gov/ programs/rail-and-mass-transportation/ transit-and-intercity-rail-capital-program	F & C

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four year SHOPP portfolio of projects. The program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Annual
Office of Traffic Safety Grant Program	Office of Traffic Safety	The program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety too.	Due in January
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Department of Housing and Community Development	The program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included $550M in its latest round.	March
California Energy Commission Blueprints for Medium- and Heavy-Duty Zero - Emission Vehicle Infrastructure	California Energy Commission (CEC)	Funding is for planning "blueprints" that will identify actions and milestones needed for implementation of medium- and heavy-duty zero-emission vehicles and the related electric charging and/or hydrogen refueling infrastructure. This is a planning grant to: build upon, but not be duplicative of previous planning efforts funded through the CEC; be comprehensive and implementable to assist fleets in the complete transition to MD/ HD zero-emission vehicles and infrastructure; and identify electric charging and/or hydrogen refueling requirements needed for the planned transition to or acquisition of MD/HD vehicles.	Varies
California Energy Commission Zero-Emission Transit Fleet Infrastructure Deployment	California Energy Commission	To fund electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles at multiple transit agencies serving diverse geographic regions and populations. Total available funding is $20 million.	Annual

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
x			Projects include: upgrading of sidewalks to ADA compliance; reconstructing damaged pavement; adding bike lanes to updated corridors; upgrading pedestrian push buttons; refreshing striping; and improving pedestrian and bicycle access.	https://dot. ca.gov/programs/ transportation-programming/ state-highway-operation-protection-program-shopp-minor-program-shopp	
	x		Projects include: safety education and encouragement; campaigns to promote safety; and SRTS safety programs.	https://www.ots. ca.gov/Grants/	C
x	x		Projects include: Class I, II, III, & IV bike facilities; active transportation projects to encourage connectivity to transit networks; bikeways and sidewalks to affordable housing and transit centers; installing dedicated bicycle facilities and pedestrian facilities such as bulb-outs.	https://hcd.ca.gov/ grants-funding/active-funding/ahsc.shtml	C
x			Projects include: planning funds to chart next steps for zero-emission buses, electric charging of buses, and hydrogen refueling stations.	https://www.energy. ca.gov/filebrowser/ download/1166	C
x			Projects include: planning funds to chart next steps for zero-emission buses, electric charging of buses, and hydrogen refueling stations.	https://www. energy.ca.gov/ solicitations/2020-07/gfo-20-602-zero-emission-transit-fleet-infrastructure-deployment	C

Grant Type: C=Competitive or F=Formula

State Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE
Local Partnership Grant Program	California Transportation Commission	Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.	Summer 2021
Placemaking Grants	National Association of Realtors (NAR)	Placemaking means many things to different people, but NAR looks as placemaking as a way to make communities better places to live by transforming unused and underused sites into welcoming destinations accessible to everyone in a community.	October 15, 2021
Levitt AMP Music Series	Levitt Foundation	An exciting matching grant program made possible by the Mortimer & Mimi Levitt Foundation, a national creative placemaking funder dedicated to strengthening the social fabric of America through the power of free, live music.	Annual

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	GRANT TYPE
INF	NI	PLAN			
	X		Projects include: alternative fuel buses acquisition; charging infrastructure to fuel/ power alternative fuel buses; maintenance and facility upgrades or construction of new facilities; innovative fare payment systems; new operational modelling; bus shelter improvements; and fare collection upgrades.	https://catc.ca.gov/ programs/sb1/local-partner-ship-program	F & C
	X		Projects include: amenities (street furniture, paint, signage, materials, landscaping, murals, etc.); site preparation; and artist fees.	https://realtorparty. realtor/community-outreach/ placemaking/	C
	X		Funds free music series.	https://grant. levittamp.org/submit-a-registration/	C

Grant Type: C=Competitive or F=Formula

Local Sources

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Special Parks and Recreation Bond Revenues	Regional MPOs/Local Cities	Varies
Special Transportation Bonds and Sales Tax Incentives (Measure G)		
Advertising Sales/Naming Rights	Local Jurisdictions	Annual Budget
Bipartisan Infrastructure Deal (Infrastructure Investment and Jobs Act)		
Community Facilities District (CFD)		
Infrastructure Financing District (IFD)		
Facilities Benefit Assessment District (BFA)		
Easement Agreements/Revenues		
Equipment Rental Fees		
Facility Use Permits Fees		
Fees and Charges/Recreation Service Fees		
Food and Beverage Tax		
General Fund		
General Obligation Bonds		
Intergovernmental Agreements		
Lease Revenues		
Mello Roos Districts		
Residential Park Improvement Fees		
Park Impact Fees		
Traffic Impact Fees		
In-Lieu Fees		
Pouring Rights Agreements		
Private Development Agreements		

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Surplus Real Estate Sale Revenues	Local Jurisdictions	Annual Budget
Revenue Bond Revenues		
Sales Tax Revenues		
Transient Occupancy Tax Revenues		
Wastewater Fund Reserves		
Utility Taxes		
Business Improvement Districts (BID)	Non-profits, Business Organizations or City	Varies
Maintenance Assessment Districts (MAD)		
Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)		
Various Sports Field Grants	Various Agencies, Foundations and Corporations	
Community Health Initiatives	Kaiser Permanente	
America's Historical Planning Grants	National Endowment for Humanities	
Corporate Sponsorships	Private Corporations	
Private Sector Partnerships		
Non-Profit Partnerships	Non-Profit Corporations	
Foundation Grants	Private Foundations	
Private Donations	Private Individuals	
Irrevocable Remainder Trusts		
Targeted Fund-raising Activities	Local Jurisdictions	
Healthy Places by Design	Robert Wood Johnson Foundation	
PeopleForBikes Community Grant Program	PeopleForBikes/Partners	Twice a year

10. Appendix

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A. FIGURES

B. MAPS

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D. PROJECT COSTINGS

SECTION KEY

ID	PROJECT CODING
PS	Planning Studies
MM	Multimodal Bicycle Network Projects
INT	Intersection Projects
SW	Sidewalk Gap Projects
SD	Street Design Projects

IMPLEMENTATION	
Short-Term	1-2 years
Mid-Term	3-5 years
Long-Term	5 years or more
Sidewalks*	Tier 1 - Short-Term
	Tier 2 - Long-Term

**Sidewalks will be further prioritized in coordination with the city's ADA Transition Plan Update*

PROJECT COSTING SUMMARY

ESTIMATED COST SUMMARY BY PROJECT TYPE AND IMPLEMENTATION PHASE			
PS	Planning Studies	Phase	Total
	Short-Term	$850,000.00	
	Mid-Term	$500,000.00	
	Planning Study Total		**$1,350,000.00**
MM	Multimodal Bicycle Network	Phase	Total
	Short-Term	$2,339,530.00	
	Mid-Term	$8,319,879.00	
	Long-Term	$19,310,983.00	
	Multimodal Bicycle Network Total		**$29,970,392.00**
INT	Intersection Projects	Phase	Total
	Short-Term	$400,000.00	
	Mid-Term	$2,200,000.00	
	Long-Term	$11,500,000.00	
	Intersection Project Total		**$14,100,000.00**
SW	Sidewalk Gap Projects	Phase	Total
	Tier 1	$484,211.00	
	Tier 2	$2,735,516.00	
	Sidewalk Gap Project Total		**$3,219,727.00**
	Estimated Plan Cost		**$48,640,119.00**

PLANNING STUDIES:
SHORT- & MID-TERM OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION
PS-MM-HUB	PLANNING STUDY	SUPPORT MM-HUB	SHORT-TERM	Multimodal Hub Planning and Feasibility Study
PS-MM-TRLS	PLANNING STUDY	SUPPORT SHARED USE PATHS MM-12; 13; 14; 15 & 18	SHORT-TERM	Multimodal Trail Network Study
PS-SD 01 & 02	PLANNING STUDY	SUPPORT SD-01 & SD-02	SHORT-TERM	Community Streetscape Design and Engineering Study

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION
PS-INT-04	PLANNING STUDY	SUPPORT INT-04	MID-TERM	Roundabout Feasibility Study SR 156 at Monterey Street
PS-INT-05	PLANNING STUDY	SUPPORT INT-05	MID-TERM	Roundabout Feasibility Study SR 156 at The Alameda

COST	COST RANGE	PROJECT DETAILS
$325,000.00	$$$	Planning and feasibility study to identify suitable location and design of a Multimodal Hub in the vicinity of SR-156 and the Alameda. Study will need to identify key partnerships and funding resources and planning should be coordinated with the Shared Use Path Network Study.
$175,000.00	$$	Achieving full implementation of the envisioned trail network requires careful planning that includes developing key partnerships, robust public engagement, extensive feasibility and engineering analysis. This planning effort should be coordinated with the multi-modal hub study.
$350,000.00	$$$	Year 1: Public process to vision the future of The Alameda gateway and 3rd Street downtown with a focus on placemaking in context with Historic San Juan Bautista; Engage pilot treatments as interim measures to move beyond interim approval of existing features and pilot innovation; Identify a redesign of the full corridor and identify funding for a marquee street transformation.

Estimated Short-Term Cost **$850,000.00**

COST	COST RANGE	PROJECT DETAILS
$250,000.00	$$$	Work with Caltrans to install a multi lane roundabout (INT-04) consistent with the recommendations of the SR 156 Multimodal Enhancement Study.
$250,000.00	$$$	Work with Caltrans on a feasibility study and a detailed design to install a multi lane roundabout (INT-05).

Estimated Mid-Term Cost **$500,000.00**
Estimated Plan Cost **$1,350,000.00**

MULTI-MODAL BICYCLE NETWORK PROJECTS: SHORT-TERM OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST	COST RANGE
MM-02	BIKE LANES	MUCKELEMI STREET	SHORT-TERM	Bicycle lane restriping	0.43	$64,029.00	$
MM-03	BIKE LANES	4TH STREET	SHORT-TERM	Bicycle lane restriping	0.53	$79,665.00	$
MM-04	BIKE LANES	3RD STREET	SHORT-TERM	Bicycle lane restriping	0.70	$104,441.00	$$
MM-05A	SEPARATED BIKE LANES	THE ALAMEDA	SHORT-TERM	Buffered bicycle lane restriping	0.34	$64,413.00	$
MM05B	SEPARATED BIKE LANES	THE ALAMEDA	SHORT-TERM	Bicycle lane widening	0.23	$1,613,553.00	$$$$

PROJECT DETAILS	ADDITIONAL NOTES
Bike lanes should be added the next time Muckelemi Street is resurfaced, providing bicycling access between the west edge of the City and downtown. Bike lanes can be achieved by restriping for most of the length, but pavement reconstruction will be necessary at the west end. Between 4th Street and 2nd Street, this project should be a bicycle street, without dedicated lanes.	Restripe for bicycle lanes with the next resurfacing project, including surfacing of the damaged shoulder at the west end: Assume restriping for 784 feet from west of San Antonio Street to 4th Street. Assume bike lanes end halfway between 4th Street and 3rd Street where the street width narrows; after that facility will be a bicycle street.
4th Street can be restriped for bike lanes by removing the centerline and eliminating parking from one side of the street. Parking removal could switch sides based on parking demand and to create a chicane effect to reduce travel speeds for motorists.	Curb to curb width varies from 40 feet to 42 feet; restripe by removing parking from one side of the street.
Bicycle lanes can be provided on 3rd Street via restriping, by either removing parking from one side or maintaining it as a one-way street, and extending the existing bike lanes west of Trailside to the recommended bicycle facilities for The Alameda to the south.	With 40' to 42' of curb to curb width, the only ways to get bike lanes on 3rd Street is to remove parking from one side (could be challenging given all storefronts and likely demand for parking and/or parklets), or to have a one-way street as was done temporarily. Also, the two blocks between Tahualami Street and Muckelemi Street recently had curb extensions added that narrow the curb to curb width to about 26 feet at the San Jose Street and Muckelemi Street intersections. These curb extensions preclude bike lanes without reconstructing them. Cost estimate based on restriping, but design challenges may increase the scope of the project.
Providing bicycle lanes on The Alameda is critical, since it is the only connection between downtown and the southern portion of the City; buffered or separated bicycle lanes are recommended due to the high volumes of motor vehicle traffic. Bicycle lanes can be provided via restriping from 3rd Street to San Juan Hollister Road; south of San Juan Hollister Road, widening is necessary. The design of the bicycle lanes at the SR-156 intersection will need to be customized as needed for the existing signalized intersection or a future roundabout.	Will require making some tweaks to on-street parking (likely converting the diagonal parking created recently at the north end back to parallel parking, and removing parking on the east side south of SR 156. Restriping for bicycle lanes near SR-156 may require intersection striping modifications, which would require additional study, community engagement, and review and approval by Caltrans.
See above	Widen from 24 feet to 38 feet; assume 14 feet of widening. Cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane.

MULTI-MODAL BICYCLE NETWORK PROJECTS: SHORT-TERM OPPORTUNITIES (CONTINUED)

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST	COST RANGE
MM-06	BICYCLE STREET	WASHINGTON STREET/LANG STREET	SHORT-TERM	Bicycle Street	0.64	$25,660.00	$
MM-07	SEPARATED BIKE LANES	FIRST AVE/ SAN JUAN HIGHWAY	SHORT-TERM	Bicycle lane restriping	2.48	$371,458.00	$$$
MM-19	BICYCLE STREET	2ND STREET FRANKLIN TO MONTEREY	SHORT-TERM	Bicycle Street	0.41	$16,311.00	$

PROJECT DETAILS	ADDITIONAL NOTES
Converting Washington Street and Lang Street to a bicycle street provides better access for residents of the Lang Street neighborhood in the short term. Long term, with Lang Street connected via a street or shared use path, this bicycle street provides a grade crossing of SR 156 for bicyclists.	
Adding painted buffers to this roadway can improve the comfort of bicyclists; widening is challenging given the topography and roadside ditches. Raised devices to create separated bicycle lanes aren't feasible here, due to the need to move farm equipment at some times of the year.	32 feet of existing pavement; widening isn't feasible without significant grading work. Restripe with 5' bike lane, 1' buffer, 10' travel lanes.
2nd Street is relatively low-volume, so a shared street is sufficient for most bicyclists. Branding this street for bicycling encourages riding and makes motorists aware of bicyclists' presence.	

Estimated Short-Term Cost **$2,339,530.00**

MULTI-MODAL BICYCLE NETWORK PROJECTS: MID-TERM OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST	COST RANGE
MM-01A	BIKE LANES	MONTEREY STREET	MID-TERM	Bicycle Lane Restriping	0.30	$44,998.00	$
MM-08	SEPARAT-ED BIKE LANES	COTTAGE COACH ROAD CONNECT ANZA TRAIL HEAD	MID-TERM	Buffered Bicycle Lane Widening	0.34	$2,045,455.00	$$$$$
MM-12	SHARED USE PATH	SIDEPATH NEW SR-156 SERVICE ROAD	MID-TERM	Shared Use Path	3.38	$3,375,551.00	$$$$$
MM-13	SHARED USE PATH	LANG STREET TO THE ALAMEDA	MID-TERM	Shared Use Path	0.24	$242,494.00	$$$
MM-14A	SHARED USE PATH	NYLAND DRIVE AND SR-156 PATH; THE ALAMEDA TO CAGNEY ROAD	MID-TERM	Shared Use Path	0.80	$795,455.00	$$$$
MM-14B	SHARED USE PATH	NYLAND DRIVE THE ALAMEDA TO BREEN ROAD	MID-TERM	Path Structure	1.0	$1,000,000.00	$$$$
MM-18	SHARED USE PATH	CAMINO REAL/ CULTURAL TRAIL FROM FIRST STREET TO FRANKLIN	MID-TERM	Shared Use Path	0.82	$815,926.00	$$$$

PROJECT DETAILS	ADDITIONAL NOTES
Larios Drive to 1st Street: Bike lanes should be added the next time Monterey Street is resurfaced, providing bicycling access between the west edge of the City and the growing north part of the City. Bike lanes can be achieved by restriping for most of the length, but some parking removal will be necessary; pavement widening will be necessary from Muckelemi Street to Larios Drive. (See MM-01B Long-Term Implementation)	Assume restriping and removal of all parking from Larios Drive to Merentis Circle (540 feet). Assume restriping and removal of one side parking from Merentis Circle to 1st Street (1,050 feet).
Providing buffered lanes here provides a comfortable route to the Anza Trailhead, achieved through widening the existing pavement. Long term a shared use path on the east side should be implemented.	Estimate is for widening, although this project could be a bicycle street or shared street for all users once south of the seafood plant. Widen from 22 feet to 34 feet; assume 12 feet of widening. Cross section 5' bike lane - 2' buffer - 10' travel lane - 10' travel lane - 2' buffer - 5' bike lane.
The existing SR 156 will transition to a service road as new SR 156 is completed. A shared use path should be installed on the north side of the new service road providing a connector to Hollister.	This recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.
When the two ends of Lang Street are connected, a shared use path should also be provided, to create a new connection from downtown to the Anza Trailhead. If the connection of Lang Street is delayed or experiences neighborhood opposition, the shared use path could be built independently, without the street connection.	
A shared use path along the north side of Nyland Drive, along the north side of SR-156, and placed between Breen Road and SR-156; extended to Cagney Road. This path should cross the new SR-156 frontage road to connect to the new SR 156 sidepath to Hollister, completing the bicyclist and pedestrian connection between San Juan Bautista and Hollister. This project includes construction of a structure over San Juan Creek; see MM-14B below.	Path portion
See MM-14A above	Bridge over San Juan Creek
This shared use path, with specific alignment yet to be determined, would be a marquee destination trail and the backbone of the trail system with significant opportunity for education and telling the San Juan Bautista story.	

Estimated Mid-Term Cost **$8,319,879.00**

MULTI-MODAL BICYCLE NETWORK PROJECTS: LONG-TERM OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST	COST RANGE
MM-01B	BIKE LANES	MONTEREY STREET	LONG-TERM	Bicycle Lane Restriping	0.30	$44,998.00	$$
MM-09	SEPARATED BIKE LANES	MISSION VINEYARD ROAD	LONG-TERM	Buffered Bicycle Lane Widening	0.34	$2,045,455.00	$$$$$
MM-10	SEPARATED BIKE LANES	OLD SJ HOLLISTER ROAD	LONG-TERM	Shared Use Path	3.38	$3,375,551.00	$$$$$
MM-11	SEPARATED BIKE LANES	OLD SJ-HOLLISTER ROAD (CONNECT TO HEDGES)	LONG-TERM	Shared Use Path	0.24	$242,494.00	$$$$
MM-15A	SHARED USE PATH	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER	LONG-TERM	Shared Use Path	0.80	$795,455.00	$$
MM-15B	SHARED USE PATH	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER	LONG-TERM	Path Structure	1.0	$1,000,000.00	$$
MM-HUB	FUTURE MULTIMODAL HUB	VICINITY OF SR 156 AND THE ALAMEDA	LONG-TERM			TBD	TBD

PROJECT DETAILS	ADDITIONAL NOTES
Muckelemi Street to Larios Drive: See MM-01A (Mid-Term Implementation).	Assume 6' average widening from Muckelemi Street to Larios Drive (240 feet).
Mission Vineyard Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 18 feet wide; 20 feet of widening.
San Juan Hollister Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 22 feet wide. 16 feet of widening. Designs may need to be developed to This recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.
San Juan Hollister Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 18 feet wide. 20 feet of widening.
Establishing a north-south connector using the existing San Juan Creek underpass will improve connections from downtown to developing areas to the south. This project includes modifications to the underpass; see MM-15B below. There may be significant environmental permitting required for this project.	
See MM-15A above.	Improvements to SR-156 underpass to install path (retaining walls, flood walls, etc.).
A multi-modal hub would provide an intermodal staging area to accommodate public transit, private buses, a visitor center and off-site staging area for visitors and trail users to reduce traffic within the downtown core.	

Estimated Long-Term Cost	$19,310,983.00
Estimated Plan Cost	$29,970,392.00

INTERSECTION PROJECTS: SHORT-, MID- & LONG-TERM OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST
INT-01	INTERSECTION MODIFICATION	4TH STREET AT THE ALAMEDA	SHORT-TERM	Intersection Modifications	1.0	$200,000.00
INT-02	INTERSECTION MODIFICATION	MUCKELEMI STREET AT 4TH STREET	SHORT-TERM	Intersection Modifications	1.0	$200,000.00

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST
INT-03	ROUNDABOUT	MUCKELEMI STREET AT MONTEREY STREET	MID-TERM	Small Roundabout	1.0	$1,500,000.00
INT-07	MINI CIRCLE	4TH STREET AT WASHINGTON STREET	MID-TERM	Mini-circle	1.0	$100,000.00
INT-08	MINI CIRCLE	6TH STREET AT WASHINGTON STREET	MID-TERM	Mini-circle	1.0	$100,000.00
INT-09	INTERSECTION MODIFICATION	2ND STREET AT POLK STREET	MID-TERM	Intersection modifications	1.0	$200,000.00
INT-10	INTERSECTION MODIFICATION	2ND STREET AT MUCKELEMI STREET	MID-TERM	Intersection modifications	1.0	$200,000.00
INT-11	MINI CIRCLE	2ND STREET AT MONTEREY STREET	MID-TERM	Mini-circle	1.0	$100,000.00

PROJECT ID	PROJECT TYPE	LOCATION	IMPLEMENTATION	RECOMMENDATION	MILES	COST
INT-04	ROUNDABOUT	SR-156 AT MONTEREY STREET	LONG-TERM	Large Roundabout	1.0	$5,000,000.00
INT-05	ROUNDABOUT	THE ALAMEDA AT SR-156	LONG-TERM	Large Roundabout	1.0	$5,000,000.00
INT-06	ROUNDABOUT	THE ALAMEDA AT MISSION VINEYARD ROAD	LONG-TERM	Large Roundabout	1.0	$1,500,000.00

COST RANGE	PROJECT DETAILS
$$	Tighten intersection with curb extensions and high visibility crosswalks. A pilot demonstration can be installed with temporary materials prior to full implementation.
$$	Tighten intersection with curb extensions and high visibility crosswalks. A pilot demonstration can be installed with temporary materials prior to full implementation.

Estimated Short-Term Cost **$400,000.00**

COST RANGE	PROJECT DETAILS
$$$$	A small single lane roundabout should be installed as a traffic calming gateway feature on the city's western edge.
$$	This mini circle would reduce speeds through the intersection for motor vehicles with yield control on all entries for efficient movements for motorists and bicyclists. The circle would facilitate Washington Street as a bicycle street.
$$	This mini circle would reduce speeds through the intersection for motor vehicles with yield control on all entries for efficient movements for motorists and bicyclists. The circle would facilitate Washington Street as a bicycle street.
$$	Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.
$$	Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.
$$	This mini circle would reduce speeds through the intersection for motor vehicles with yield control on all entries for efficient movements for motorists and bicyclists. The circle would facilitate 2nd Street as a bicycle street.

Estimated Mid-Term Cost **$2,200,000.00**

COST RANGE	PROJECT DETAILS
$$$$$	Work with Caltrans to install a multi lane roundabout consistent with the recommendations of the SR 156 Multimodal Enhancement Study.
$$$$$	Work with Caltrans on a feasibility study and a detailed design to install a multi lane roundabout.
$$$$	A single lane roundabout should be installed at this skewed, multi-road intersection as the southern portion of San Juan Bautista is developed. This roundabout will facilitate safe and efficient travel for pedestrians, bicyclists, and motorists.

Estimated Long-Term Cost **$11,500,000.00**
Estimated Plan Cost **$14,100,000.00**

SIDEWALK GAPS: TIER 1 OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	SIDEWALK SIDE	IMPLEMENTATION	RECOMMENDATION
SW-03	SIDEWALK	1ST STREET AND MONTEREY	S	TIER 1	Sidewalk
SW-05	SIDEWALK	3RD STREET [S] AND CHURCH [W]	SW	TIER 1	Curb and Sidewalk
SW-10	SIDEWALK	SAN JOSE STREET [1ST-2ND]	E	TIER 1	Curb and Sidewalk
SW-11	SIDEWALK	2ND STREET [FRANKLIN-MARIPOSA]	N	TIER 1	Curb and Sidewalk
SW-12	SIDEWALK	2ND STREET [FRANKLIN-WASHINGTON]	S	TIER 1	Curb and Sidewalk
SW-13	SIDEWALK	FRANKLIN STREET [2ND-3RD]	W	TIER 1	Sidewalk
SW-14	SIDEWALK	PEARCE STREET [4TH-ALAMEDA]	S	TIER 1	Sidewalk
SW-17	SIDEWALK	MARIPOSA STREET [3RD-4TH]	E	TIER 1	Curb and Sidewalk
SW-18	SIDEWALK	MONTEREY [MUCKELEMI-MERENTS]	E	TIER 1	Curb and Sidewalk
SW-20	SIDEWALK	CHURCH STREET S. [MONTEREY-CHURCH]	W	TIER 1	Sidewalk
SW-21	SIDEWALK	CHURCH STREET [CHURCH S.-3RD/SW-07]	W	TIER 1	Sidewalk
SW-22	SIDEWALK	MONTEREY STREET [EAST OF CHURCH S.]	N	TIER 1	Sidewalk
SW-24	SIDEWALK	MUCKELEMI [SAN ANTONIO-MONTEREY]	SE	TIER 1	Curb and Sidewalk
SW-25	SIDEWALK	SAN ANTONIO STREET [E] AND MUCKELEMI STREET [S]	SE	TIER 1	Sidewalk
SW-26	SIDEWALK	MUCKELEMI [WEST OF SAN ANTONIO]	S	TIER 1	Curb and Sidewalk
SW-27	SIDEWALK	POLK STREET [E] AND 6TH STREET [S]	SE	TIER 1	Sidewalk
SW-28	SIDEWALK	POLK STREET [E] AND 7TH STREET [S]	SE	TIER 1	Sidewalk
SW-29	SIDEWALK	7TH STREET [POLK-SAN ANTONIO]	S	TIER 1	Sidewalk
SW-30	SIDEWALK	POLK STREET [E] AND 7TH STREET [N]	NE	TIER 1	Sidewalk
SW-31	SIDEWALK	FRANKLIN STREET [2ND-3RD]	E	TIER 1	Sidewalk
SW-32	SIDEWALK	MISSION STREET [4TH-5TH]	E	TIER 1	Curb and Sidewalk
SW-33	SIDEWALK	7TH STREET [WASHINGTON-POLK]	S	TIER 1	Sidewalk
SW-36	SIDEWALK	WASHINGTON STREET [7TH-SR-156 BRIDGE]	W	TIER 1	Curb and Sidewalk
SW-46	SIDEWALK	TAHUALAMI STREET [1ST-2ND]	E	TIER 1	Curb and Sidewalk
SW-50	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER 1	Sidewalk
SW-51	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER 1	Curb and Sidewalk

MILES	COST	COST RANGE	PRODUCT DETAILS
0.03	$7,837.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.03	$15,152 .00	$	Near term priority based informed by ADA Transition plan update priorities.
0.05	$22,702.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.09	$45,814.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.04	$18,907.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$2,479.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.03	$7,492.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.05	$25,491.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.23	$115,520.00	$$	Near term priority based informed by ADA Transition plan update priorities.
0.05	$11,770.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.10	$24,240.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$4,056.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.17	$86,557.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.05	$12,393.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$11,585.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.03	$7,713.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$5,225.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.05	$11,725.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.03	$7,143.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$3,938.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$10,301.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$1,586.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$6,147.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$9,127.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$3,661.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$5,651.00	$	Near term priority based informed by ADA Transition plan update priorities.

Estimated Tier 1 Cost $484,211.00

SIDEWALK GAPS: TIER 2 OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	SIDEWALK SIDE	IMPLEMENTATION	RECOMMENDATION
SW-06	SIDEWALK	3RD STREET [DONNER-TRAILSIDE]	S	TIER 2	Curb and Sidewalk
SW-07A	SIDEWALK	1ST STREET[ROAD B - CITY LIMIT]	N	TIER 2	Sidewalk
SW-07B	SIDEWALK	1ST STREET[ROAD B - CITY LIMIT]	N	TIER 2	Curb and Sidewalk
SW-08	SIDEWALK	1ST STREET [OPP DONNER]	N	TIER 2	Sidewalk
SW-09	SIDEWALK	1ST STREET [ROAD B-VIA SERRA]	N	TIER 2	Curb and Sidewalk
SW-19	SIDEWALK	MONTEREY STREET AND LARIOS DRIVE [ROAD G-CHURCH]	N	TIER 2	Sidewalk
SW-23	SIDEWALK	LARIOS DRIVE [MUCKELEMI AROUND VFW-ROAD G]	SW	TIER 2	Curb and Sidewalk
SW-34	SIDEWALK	WASHINGTON STREET [SR-156 BRIDGE-LANG STREET]	E	TIER 2	Curb and Sidewalk
SW-35	SIDEWALK	WASHINGTON STREET [SR-156 BRIDGE-END]	W	TIER 2	Curb and Sidewalk
SW-37	SIDEWALK	LANG STREET [EAST OF ALAMEDA]	S	TIER 2	Sidewalk
SW-38	SIDEWALK	THE ALAMEDA [OLD SJ-HOLL-SALINAS]]	W	TIER 2	Curb and Sidewalk
SW-39	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [HACIENDA LEAL DRIVE-MIS. VIN.]	N	TIER 2	Curb and Sidewalk
SW-40	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [ALAMEDA-MIS. VIN.]	S	TIER 2	Curb and Sidewalk
SW-41	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [INNER TRIANGLE AT MIS. VIN.]	NA	TIER 2	Curb and Sidewalk
SW-42	SIDEWALK	1ST STREET [LAVAGNINO-CITY LIMIT]	W	TIER 2	Curb and Sidewalk
SW-43	SIDEWALK	3RD STREET [DONNER-TRAILSIDE]	N	TIER 2	Curb and Sidewalk
SW-44	SIDEWALK	MISSION VINEYARD ROAD [ALAMEDA-SR-156]	SE	TIER 2	Curb and Sidewalk
SW-45	SIDEWALK	MISSION VINEYARD ROAD [ALAMEDA-OLD SJH.]	NW	TIER 2	Curb and Sidewalk
SW-49	SIDEWALK	THE ALAMEDA [OLD SJ/HOL.-MISSION VINEYARD]	E	TIER 2	Curb and Sidewalk

MILES	COST	COST RANGE	PRODUCT DETAILS
0.10	$ 51,650	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.08	$ 19,413	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.13	$ 65,152	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.02	$ 4,684	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.01	$ 2,723	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.22	$ 54,124	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.21	$ 106,287	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.06	$ 29,270	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.12	$ 59,597	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.01	$ 3,112	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.25	$ 125,159	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.49	$ 247,285	$$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.72	$ 357,978	$$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.34	$ 170,968	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.15	$ 73,515	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.05	$ 24,247	$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
1.08	$ 540,082	$$$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.89	$ 443,267	$$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.22	$ 108,994	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.

SIDEWALK GAPS: TIER 2 OPPORTUNITIES (CONT.)

PROJECT ID	PROJECT TYPE	LOCATION	SIDEWALK SIDE	IMPLEMENTATION	RECOMMENDATION
SW-52	SIDEWALK	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	N	TIER 2	Curb and Sidewalk
SW-53	SIDEWALK	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	S	TIER 2	Curb and Sidewalk
SW-33	SIDEWALK	7TH STREET [WASHINGTON-POLK]	S	TIER 2	Sidewalk
SW-36	SIDEWALK	WASHINGTON STREET [7TH-SR-156 BRIDGE]	W	TIER 2	Curb and Sidewalk
SW-46	SIDEWALK	TAHUALAMI STREET [1ST-2ND]	E	TIER 2	Curb and Sidewalk
SW-50	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER 2	Sidewalk
SW-51	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER 2	Curb and Sidewalk

STREETSCAPE DESIGN OPPORTUNITIES

PROJECT ID	PROJECT TYPE	LOCATION	RECOMMENDATION	MILES
SD-01	VARIOUS TREATMENTS	3RD STREET (FRANKLIN TO SAN JOSE)	Community derived streetscape treatments focused on the historical and business assets of downtown San Juan Bautista to foster a sense of place and community.	0.27
SD-02	VARIOUS TREATMENTS	THE ALAMEDA (FRANKLIN TO MISSION VINEYARD)	Focus on a complete streets approach to establish a community gateway that emphasizes the history and identity of San Juan Bautista.	0.58

MILES	COST	COST RANGE	PRODUCT DETAILS
0.21	$ 107,477	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.28	$ 140,532	$$	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
0.01	$1,586.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$6,147.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.02	$9,127.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$3,661.00	$	Near term priority based informed by ADA Transition plan update priorities.
0.01	$5,651.00	$	Near term priority based informed by ADA Transition plan update priorities.

Estimated Tier 2 Cost	$2,735,516.00
Estimated Plan Cost	$3,219,727.00

COST	COST RANGE	PROJECT DETAILS
TBD	TBD	Year 1: Public process to vision the future of The Alameda gateway and 3rd Street downtown with a focus on placemaking in context with Historic San Juan Bautista; Engage pilot treatments as interim measures to move beyond interim approval of existing features and pilot innovation; Identify a redesign of the full corridor and identify funding for a marquee street transformation.
TBD	TBD	Year 1: Public process to vision the future of The Alameda gateway and 3rd Street downtown with a focus on placemaking in context with Historic San Juan Bautista; Engage pilot treatments as interim measures to move beyond interim approval of existing features and pilot innovation; Identify a redesign of the full corridor and identify funding for a marquee street transformation.

E. ACKNOWLEDGMENTS

The following individuals played a significant role in the development of this document:

- Arielle Goodspeed, Principal Planner, San Benito County Resource Management Agency*
- Barbara Dillvarga, Interim Superintendent, Aromas – San Juan Unified School District
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- Cara Vonk, Board Member, San Juan Bautista Historical Society*
- Charlie Bedolla, Battalion Chief, Hollister Fire Department*
- Dan DeVries, Planning Commissioner, City of San Juan Bautista
- David Medeiros, Planning Commissioner, City of San Juan Bautista*
- Don Reynolds, City Manager, City of San Juan Bautista
- EJ Sabathia, Council Member, City of San Juan Bautista
- Fr Alberto Cabrera, Pastor, Old Mission San Juan Bautista
- Heidi Jumper, Marketing/Community Engagement Manager, San Benito County Arts Council*
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- John Freeman, Council Member, City of San Juan Bautista
- Jose Aranda, Planning Commissioner, City of San Juan Bautista
- Leslie Q. Jordan, Mayor, City of San Juan Bautista*
- Lt. Silvestre Yerena, San Benito County Sheriff*
- Matthew Lohr, Sector Superintendent, Gabilan Hills, Hollister Hills, SVRA Sector
- Michelle Huntoon, Superintendent, Aromas – San Juan Unified School District*
- Mishele Newkirk-Smith, Planning Commissioner, City of San Juan Bautista
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- Robert Rathie, City Attorney
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- Valentin Lopez, Chairman, Amahmutsun Tribal Band*
- Valerie Egland, Executive Director, REACH San Benito Parks Foundation*
- Veronica Lezama, Transportation Planner, San Benito County Council of Governments*
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*Denotes member of the Project Advisory Group

PROJECT TEAM

The following entities played a significant role in the development of this document:

- City of San Juan Bautista
- CivicWell
- Blue Zones, LLC
- Urbë Studio
- Caltrans

This effort was made possible by a Caltrans Sustainable Communities Grant

SAN JUAN BAUTISTA

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