City of San Juan Bautista

The "City of History"

www.san-juan-bautista.ca.us

AGENDA

REGULAR CITY COUNCIL MEETING
TUESDAY ~ FEBRUARY 21, 2023 ~ 6:00 P.M.

CITY HALL, COUNCIL CHAMBERS
311 Second Street, San Juan Bautista, California

– HYBRID MEETING –
PUBLIC PARTICIPATION BY ZOOM AND IN PERSON

PUBLIC NOTICE
This meeting will be conducted pursuant to Government Code §54953(e)(1)(A). In order to minimize the spread of the COVID 19 virus the City Council is conducting this meeting by Zoom webinar and will be offering alternative options for public participation. You are encouraged to watch the meeting live on Zoom or Facebook.

THIS MEETING WILL BE OPEN TO THE PUBLIC UNDER THE FOLLOWING CONDITIONS:
All Attendees must comply and wear a face covering if not fully vaccinated. If you are exempt from the state face covering guidance or not fully vaccinated, you will be required to wear a mask to attend the meeting; All attendees must comply with any other rules of procedures/instructions announced by the Mayor and/or City Staff. Any violations of the above may result in the Mayor closing the meeting, effective immediately, or clearing the room, as well as other enforcement actions. The meeting will be available through Zoom for those who wish to join or require accommodations with the instructions below:

The meeting can also be accessed by the public in the following methods: Through Zoom (https://zoom.us/join) per the instruction stated below, and on Facebook.

ZOOM WEBINAR PARTICIPATION

JOIN ZOOM WEBINAR TO PARTICIPATE LIVE
https://us02web.zoom.us/j/88373320235

To participate telephonically:
call 1 (669) 900-6833
Webinar ID: 883 7332 0235

PUBLIC COMMENT
Public comments generally are limited to three minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule. If you wish to make a comment on a specific agenda item, please join the Zoom Webinar and use the "Raise Hand" or if joining by telephone, press *9 on your telephone keypad icon. **If you are unable to join the meeting, written comments may be mailed to the Deputy City Clerk** at City Hall (P.O. Box 1420, San Juan Bautista, CA 95045), or emailed to deputycityclerk@san-juan-bautista.ca.us not later than 5:00 p.m. on the day of the meeting, and will be read into the record during public comment when the item is called. Public comments will be taken on agenda items before action is taken by the city council.

1. CALL TO ORDER

A. Pledge of Allegiance
B. Roll Call

2. PUBLIC COMMENT

Public comments generally are limited to three minutes per speaker on items that are not on the agenda and are under the City's subject matter jurisdiction. The Mayor may further limit the time for public comments depending on the agenda schedule.

3. PRESENTATION

A. Central Coast Community Energy Annual Update

B. Robert Fulton to Introduce Christopher Ranch Annexation Application

4. CONSENT

All matters listed under the Consent Agenda may be enacted by one motion authorizing actions indicated for those items so designated.

A. Approve a **RESOLUTION** of the City Council of the City of San Juan Bautista Proclaiming and Reaffirming the Existence of Local Emergencies in the City.

B. Waive the Reading of Ordinances and Resolutions on the Agenda Beyond the Title.

C. Approve the Affidavit of Posting Agenda

D. Approve the Minutes of January 17, 2023.

E. Approve a **RESOLUTION** Appointing Elizabeth Soto as a Representative and Don Reynolds as an Alternate Representative to the Board of Directors of the California Intergovernmental Risk Authority (CIRA).

F. Second Reading - Adopt an **ORDINANCE** to Amend Sections 2-1-105 and 2-2-115(B) of the San Juan Bautista Municipal Code to Vest the Authority in the City Manager to Appoint the City Clerk.

G. Approve a **RESOLUTION** Authorizing Closure of Streets for Certain Special Events in 2023.

5. INFORMATIONAL ITEMS AND REPORTS

A. City Council and Staff Announcements

This is an opportunity for Council and staff to share the community calendar and announce upcoming dates of interest to the general public.

B. Reports from City Council Representatives to Regional Organizations and Committees

C. Treasurer's Report and Monthly Financial Statements
Receive Report from Wendy Cummings, CPA.

D. City Manager's Report

a. Fire Department Update
b. Sherriff Department Update

6. PUBLIC HEARING

A. **Introduce** an Ordinance to Amend Chapter 5, Article 1 of the City of San Juan Bautista Building Code, and adopting the California Building Standards Code 2022 Edition of the California Fire Code and Appendices Title 24, Part 9.

B. **Introduce** an Ordinance to Amend Chapter 10, Article 1-110 of the City of San Juan Bautista Municipal Code Regarding the Adoption of the 2022 California Building Code, and related International Codes and Repealing Chapter 10, Article 1-115.

7. ACTION ITEMS

A. Appointment of City Treasurer

Recommendation: Appoint Michelle Sabathia as City Treasurer.

B. Approve the San Juan Bautista Active Transportation and Community Connectivity Plan

Recommendation: Approve a **RESOLUTION** Approving the Active Transportation and Community Connectivity Plan (ATP), and directs the City Manager to integrate recommendations and conclusions contained in the ATP as necessary into General Plan policies, programs and implementation measures, and further directs the City Manager to plan program and implement projects to accomplish recommendations contained in the ATP.

C. Multi-Modal Center and Third Street Master Plan Integrated Plan Grant Funding

Recommendation: Approve a **RESOLUTION** authorizing the City Manager to submit a grant application to the State Department of Transportation (CAL TRANS) under the Sustainable Transportation Planning Grant program to develop an integrated Multi-Modal Center Plan.

D. Fiscal Year 2022-2023 Mid-Year Budget Adjustment

Recommendation: Approve a **RESOLUTION** amending the budget for Fiscal Year 22/23 as indicated to reflect higher than expected revenues, savings, and several new projects and studies to be initiated before the end of the fiscal year (June 30**).**

E. Mayor's Selection of Representatives to Committees, Regional Boards, etc.

Recommendation: Consider changes to the Committee Assignments based on the Discretion of the Mayor.

8. DISCUSSION ITEMS

A. Procedural Changes due State's termination of the State of Emergency due to COVID-19.
B. Application for Urban Growth Boundary/Sphere of Influence and Public Safety Committees.

9. ADJOURNMENT

AGENDA MATERIAL / ADDENDUM

Any addendums will be posted within 72 hours of regular meetings or 24 hours of special meetings, unless otherwise allowed under the Brown Act. City Council reports may be viewed at the Cit of San Juan Bautista City Hall at 311 Second Street San Juan Bautista, and are posted on the City website www.san-juan-bautista.ca.us subject to Staff's ability to post the documents before the meeting, or by emailing deputycityclerk@san-juan-bautista.ca.us or calling the Deputy Clerk (831) 623-4661 during normal business hours.

In compliance with the Americans with Disabilities Act, and Govt. Code 54953(e)(1)(A), the City will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the Deputy City Clerk a minimum of 48 hours prior to the meeting at (831) 623-4661.

PUBLIC NOTIFICATION

This agenda was posted on Friday, February 17, 2023 on the bulletin board at City Hall, 311 second street, the bulletin board at the City Library, 801 second street, the bulletin board at the entrance to the United States Post Office, 301 the Alameda, and the City's website.

Meetings are streamed live at https://www.facebook.com/cityofsanjuanbautista/ and televised live on local Channel 17 on the date of the regularly scheduled meeting.

February 1, 2023

To:

Don Reynolds – City Manager San Juan Bautista
Brian Foucht – Assistant City Manager/Community Development Director
San Juan Bautista Mayor - Leslie Jordan
San Juan Bautista City Council Members and Planning Commission Members
311 Second Street
PO Box 1420
San Juan Bautista, CA 95045

Re: - Annexation of 64+/- Acres APN's 012-200-003 and 008

Dear San Juan Bautista,

It is our intent to begin the process of for annexation of the two above referenced parcels to the City of San Juan Bautista. It will also include the annexation of Larios Drive.

We want to be included in the Community Plan that is currently going through review within the city with the goal of being included in the Sphere of Influence and annexed into the City of San Juan Bautista.

The site consists of 64+/- acres and would ultimately be approximately 40/60 Agricultural and Single-Family housing.

We would like a General Plan designation of Agricultural/Residential when we are included in the Sphere of Influence.

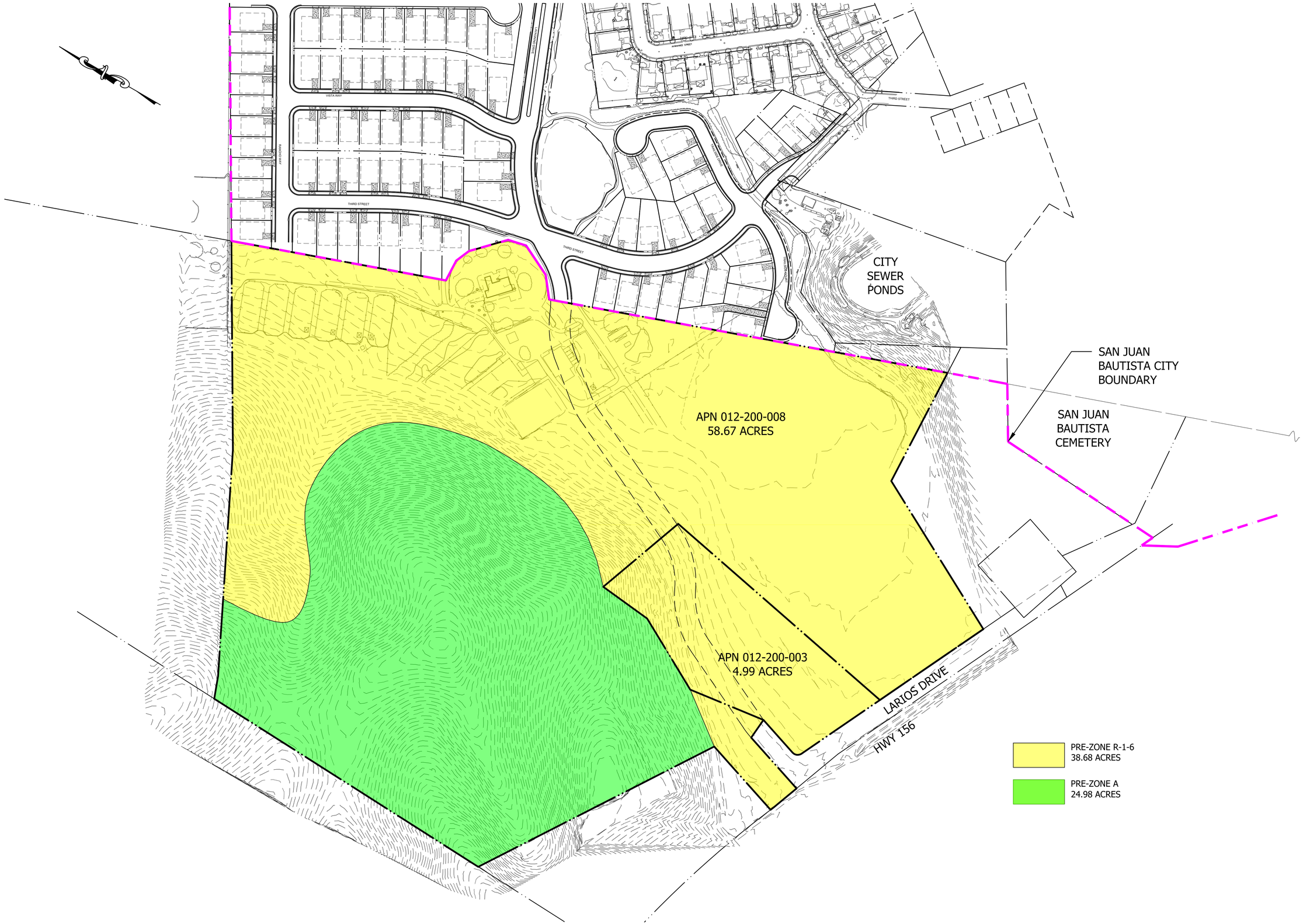
The creation of this neighborhood will provide better traffic circulation through San Juan Bautista allowing vehicle, bicycle and walking access to Hwy 156 through connection to Larios Drive. It will also, create a better surface water runoff solution than currently exists, provide Affordable Housing and provide potential Agricultural space within the City of San Juan Bautista.

Thank you.

Respectfully,

Bob Fulton

RL Fulton Holding Co II, LLC
1343 Locust St. Ste 204
Walnut Creek, CA 94596
Fulton136@comcast.net
(925) 519-9020



SAN BENITO ENGINEERING
& SURVEYING, INC.
502 Monterey Street Hollister, California 95023
(831) 637-2763 FAX (831) 637-6835 email: sbes@garlic.com

PRELIMINARY
NOT
FOR
CONSTRUCTION

NO.	REVISIONS	DATE

CITY OF SAN JUAN BAUTISTA

APN 012-200-008 & 003

SAN BENITO COUNTY, CALIFORNIA

PRE-ZONING MAP

SCALE: 1" = 120'
DATE: 01 February 2023
JOB #: 113071
DWG: 122014site.dwg

SHEET: 1 OF 1 SHEETS

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA MAKING FINDINGS AND DETERMINATIONS UNDER GOVERNMENT CODE §54953 FOR CONTINUING VIRTUAL AND HYBRID MEETINGS

WHEREAS, COVID-19 is a viral respiratory disease from which variants have emerged and which has now spread across the world as a pandemic with multiple confirmed cases in California and, as of February 13, 2023, the federal Centers for Disease Control and Prevention (CDC) rated the risk level for community transmission of COVID-19 in San Benito County as Low; and

WHEREAS, under authority provided by Government Code section 8625 on March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic that remains in effect; and

WHEREAS, on March 17, 2020, the City Council declared a State of Emergency in the City of San Juan Bautista due to COVID-19 that remains in effect; and

WHEREAS, on April 12, May 10, July 8, and October 19, 2021, Governor Newsom proclaimed states of emergency that remain in effect across all counties of California due to extreme and expanding drought conditions; and

WHEREAS, on April 19, 2022, the City Council declared the City of San Juan Bautista to be in a state of emergency pursuant to Water Code section 350 that remains in effect due to the severity of the drought and directed commencement of certain water conservation regulations as provided by Municipal Code Section 6-4-116; and

WHEREAS, on January 4, 2023, to support the ongoing response to recent winter storm activity, Governor Newsom proclaimed a state of emergency due to the atmospheric rivers that brought and continued to bring excessive amounts of precipitation throughout California; and

WHEREAS, on January 12, 2023, the City Manager acting in the capacity of Emergency Services Director, proclaimed San Juan Bautista to be in a state of local emergency due to severe winter storm activity, high winds, and excessive precipitation and which action was subsequently ratified by the City Council at a special meeting held on January 17, 2023, and

WHEREAS, on October 17, 2022, Governor Newsom announced the COVID-19 State of Emergency will end on February 28, 2023; and

WHEREAS, the City Council is committed to preserving and nurturing public access and participation in its public meetings; and

WHEREAS, the Legislature enacted Assembly Bill 361 (AB 361), approved by the Governor and filed with the California Secretary of State on September 16, 2021, which amended Government Code section 54953 of the Brown Act (Government Code sections 54950-54963) to allow local agencies to meet fully virtually or in a hybrid format (that is, a meeting format

containing both virtual and in-person components) without fully complying with the teleconference rules set forth in Government Code section 54953(b)(3) during a proclaimed state of emergency if state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, the Health & Human Services Agency of the County of San Benito has issued a health advisory entitled "COVID-19 What you need to know" that recommends social distancing as a way to slow the spread of a virus including keeping a distance of approximately three feet from the nearest person while in a workplace; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health (Cal/OSHA) has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including the City, to train and instruct employees about measures, including physical distancing, that can decrease the spread of COVID-19; and

WHEREAS, the City Council authorized the City Manager to enforce the provisions of Municipal Code Section 6-4-116 as of May 1, 2022, until such time as the drought has ended; and

WHEREAS, the City Council desires that the City of San Juan Bautista, including all commissions, committees, and other Brown Act bodies shall continue to be able to hold virtual or hybrid meetings pursuant to AB 361 and Government Code section 54953(e)(1)(A).

.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Juan Bautista as follows:

Section 1. The City Council has reconsidered the circumstances of the local states of emergency in accordance with Government Code sections 8630(c) and 54953(e)(3)(A), the information related to these matters and the Recitals set forth above are true and correct and are incorporated as findings into this Resolution by this reference.

Section 2. The City Council finds state and local officials continue to recommend measures to promote social distancing and water conservation.

Section 3. The City Council and all other commissions, committees or other Brown Act bodies of the City shall be authorized to continue to meet virtually in accordance with Government Code section 54953(e)(1)(A) without compliance with section 54953(b)(3).

Section 4. This Resolution does not prevent or prohibit the City Council or any commission, committee or other Brown Act body of the City from holding virtual or hybrid meetings (containing both virtual and in-person components) provided such meetings comply with Government Code section 54953(e)(2)(A-G) and with all state and local health orders. Commissions, committees and other Brown Act bodies shall comply with all rules established by the City Council and/or City Manager for attendance at meetings.

Section 5. The City Council shall take action to renew this Resolution every thirty days for as long as any state of emergency continues in force and local officials continue to recommend any measures to promote social distancing, but the City Council may terminate the Resolution at any time. In the event that more than 30 days pass between regular City Council meetings, the City Council shall take action at a virtual or a hybrid meeting to renew this Resolution before deliberating, either at the beginning of the next regular meeting or at a special meeting.

Section 6. If any provision of this Resolution or the application of such provision to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

Section 7. This Resolution shall take effect immediately upon its adoption.

PASSED AND APPROVED by the City Council of the City of San Juan Bautista at a regular meeting duly held this 21st day of February 2023, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

WAIVER OF READING OF ORDINANCES

State law requires that an ordinance be read in its entirety prior to adoption unless the City Council waives reading beyond the title. Reading an entire ordinance at the meeting is extremely time-consuming; reading of the title alone usually gives the audience sufficient understanding of what the Council is considering.

To ensure that this waiver is consistently approved by the Council, Council should make the waiver at each meeting, thus, you should do it at this point on the Consent Agenda. The Council then does not have to worry about making this motion when each ordinance comes up on the agenda.

GC36934

Item: 4.C
City Council Meeting
February 21, 2023

AFFIDAVIT OF POSTING

I, Elizabeth Soto, Do Now Declare, Under the Penalties of Perjury That I Am the City Clerk / Administrative Services Manager for the City of San Juan Bautista, and that I Posted Three (3) True Copies of the Attached City Council Meeting Agenda. I Further Declare that I Posted Said Agenda on the 17th day of February 2023, And I Posted Them In The Following Locations In Said City Of San Juan Bautista, County Of San Benito, California.

1. On The Bulletin Board at City Hall, 311 Second Street.
2. On The Bulletin Board at The City Library, 801 Second Street.
3. On The Bulletin Board at The Entrance to The United States Post Office, 301 The Alameda

Signed At San Juan Bautista, County of San Benito, California, On The 17th day of February 2023.

Elizabeth Soto
Deputy City Clerk/Administrative Services Manager

SAN JUAN BAUTISTA CITY COUNCIL
UNOFFICIAL SPECIAL MEETING MINUTES
JANUARY 17, 2023

The City Council meeting convened at 12:10 p.m. in the Council Chambers.

Present:
Mayor Pro Tem John Freeman
Councilmember Scott Freels
Councilmember Jackie Morris-Lopez
Councilmember EJ Sabathia
Mayor Leslie Q. Jordan

Also Present:
Don Reynolds, City Manager
Elizabeth Soto, Deputy City Clerk

PUBLIC COMMENT

No public comment received.

ACTION ITEMS

City Manager Declaring a State of Emergency and Ratifying the Proclamation of the Existence of a Local Emergency

City Manager Don Reynolds reported that on January 12, 2023, the City Manager acting as the Director of Emergency Services (Municipal Code 5-33-030) proclaimed a state of emergency in San Juan Bautista, to facilitate the City's response to the local state of emergency caused by the excessive winter storms. The declaration will support the City's on-going response to the winter weather by allowing the city to quickly retain contractors to support its maintenance staff.

No public comment received.

City Council thanked City Manager, Public Works, and contractors for their efforts during this local state of emergency.

MOTION:
Upon motion by Mayor Pro Tem Freeman, second by Councilmember Freels, **RESOLUTION 2023-01** ratifying the Proclamation issued by the City Manager on January 12, 2023, declaring a State of Emergency for the City of San Juan Bautista was approved.

AYES: Councilmembers: Freeman, Freels, Morris-Lopez, Sabathia, and Mayor Jordan.
NOES: None; ABSTAIN: None; ABSENT: None

APPROVE THE AFFIDAVIT OF POSTING AGENDA

No public comment received.

MOTION:
Upon motion by Councilmember Freels, second by Councilmember Morris-Lopez, the City Council RESOLUTION 2023-01 ratifying the Proclamation issued by the City Manager on January 12, 2023, declaring a State of Emergency for the City of San Juan Bautista was approved.

AYES: Councilmembers: Freeman, Freels, Morris-Lopez, Sabathia, and Mayor Jordan.
NOES: None; ABSTAIN: None; ABSENT: None

ADJOURNMENT

There being no further business, Mayor Jordan adjourned the meeting at 12:20 p.m.

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

DATE: **FEBRUARY 21, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **ELIZABETH SOTO, CMC, CPMC, DEPUTY CITY CLERK / ADMINISTRATIVE SERVICES MANAGER**

BY:

TITLE: **DESIGNATE DIRECTOR AND ALTERNATE DIRECTOR TO SERVE ON THE CALIFORNIA INTERGOVERNMENTAL RISK AUTHORITY (CIRA).**

RECOMMENDED MOTION:

Approve a Resolution Designating Elizabeth Soto, Deputy City Clerk, as a Representative and Don Reynolds as an Alternate Representative to the Board of Directors to the California Intergovernmental Risk Authority (CIRA).

RECOMMENDATION:

Designate Elizabeth Soto, Deputy City Clerk to represent the City of San Juan Bautista as a Director and Designate Don Reynolds, City Manager, to serve as the Alternate Director to the Board of Directors of the California Intergovernmental Risk Authority (CIRA).

EXECUTIVE SUMMARY:

California Intergovernmental Risk Authority (CIRA) requires two individuals be appointed from each member agency to serve as Director and Alternate Director. The requirement of the Alternate Director is to attend Board meetings in the absence of the Director. Board meetings are held in May and December in Sacramento. Elizabeth Soto will be replacing Trish Paetz, who has served as the City's California Intergovernmental Risk Authority (CIRA) Director, formerly Public Agency Risk Sharing Authority of California (PARSAC), since 2005.

BACKGROUND:

The California Intergovernmental Risk Authority (CIRA) is a Joint Powers Authority (JPA) providing risk management services for 52 California cities, including the City of San Juan Bautista.

FISCAL IMPACT:

No fiscal impact to the City of San Juan Bautista. Expenses to attend the Board of Directors meetings are paid by the Joint Powers Authority (JPA).

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA TO APPOINT A REPRESENTATIVE TO THE CALIFORNIA INTERGOVERNMENTAL RISK AUTHORITY BOARD OF DIRECTORS

WHEREAS, the City of San Juan Bautista ("the City") is a party to the Revised and Restated Joint Powers Agreement creating the California Intergovernmental Risk Authority (CIRA), formerly Public Agency Risk Sharing Authority of California, dated November 19, 1993 (the "Joint Powers Agreement"), and, as such, is a Member Agency of the California Intergovernmental Risk Authority ("CIRA"), as that term is defined in the Joint Powers Agreement; and

WHEREAS, pursuant to the Joint Powers Agreement, each Member Agency of CIRA is required to appoint a Director and an Alternate Director to act in the Director's absence, to represent the City as if the City itself were present and acting on the CIRA Board of Directors for all matters which come before such Board of Directors and also for the Director to be eligible for serving on the CIRA Executive Committee.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby appoints (1) Elizabeth Soto to serve as its Director on the CIRA Board of Directors to act on behalf of the City, a Member Agency of CIRA, on all matters to come before the Board of Directors as if the City itself were present and acting at such meeting, and for such Director to be eligible for serving on the CIRA Executive Committee; and appoints (2) Don Reynolds to serve as Alternate Director in the absence of the Director.

RESOLVED FURTHER, that the City Manager, or a designee, be instructed to inform the Secretary of CIRA of the above appointment by sending a copy of this Resolution to CIRA's business office.

PASSED AND APPROVED on the 21st day of February 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL REPORT

AGENDA TITLE: **ADOPT AN ORDINANCE AND READ BY TITLE ONLY, WAIVING FURTHER READING, TO AMEND SECTIONS 2-1-105 AND 2-2-115(B) OF THE SAN JUAN BAUTISTA MUNICIPAL CODE TO VEST THE AUTHORITY IN THE CITY MANAGER TO APPOINT THE CITY CLERK. (Second Reading)**

MEETING DATE: **FEBRUARY 21, 2023**

DEPARTMENT HEADS: **CITY MANAGER/CITY ATTORNEY**

RECOMMENDED ACTION:

Read by title only, waiving further reading, and an Adopt Ordinance Amending Sections 2-1-105 and 2-2-115 (b) of the San Juan Bautista Municipal Code to vest authority in the City Manager to appoint, supervise and exercise authority over the City Clerk.

BACKGROUND:

At the City Council regular meeting on December 20, 2022, the Council directed that an ordinance be brought for consideration of introduction and adoption (at a second reading) which would delegate to and vest authority in the City Manager to appoint, supervise, and exercise authority over the City Clerk.

The City Clerk is established as one of the statutory officers specified by state law for general law cities such as San Juan Bautista, which has a Council-City Manager form of government (Government Code Section 34851). Since incorporation on May 4, 1896, the City Clerk position has been an elected position and in accordance with the Municipal Code the City Clerk is a department head. In order to hold the elective office of City Clerk the person elected had to be at least 18 years old, a resident and a voter in the City.

The duties, responsibilities and requirements of the city clerk position have changed and evolved significantly over the years and now regularly include duties under the Ralph M. Brown Act, the Public Records Act, the Political Reform Act and acting as the City's Election Official to assure compliance with California election laws and regulations. As the duties and responsibilities of the city clerk position have increased, the professional expertise required to fulfill the position has also increased and most elected City Clerks in California have been replaced by an appointed City Clerk with appropriate training and experience who typically performs both City Clerk and other

city staff duties. The last elected City Clerk, Ms. Shawna Freels, was elected at the November 3, 2020, general municipal election and Mr. Freels resigned from that position on January 23, 2022, and the position has remained vacant since that time.

DISCUSSION

Government Code Section 36509 provides authority to the City Council to place the question of whether the City Clerk should be an appointed position on the ballot. The Council did just that for the November 8, 2022 General Municipal Election and the City's voters approved Measure W with 57.81% of the vote to make the office of City Clerk an appointive office by the City Council (455 votes in favor, 332 votes opposed). The elective office of City Clerk was also on the same ballot for the November 8, 2022 election as the measure asking whether the voters wished to make the office appointive, however, no person was elected to that office by that election and accordingly a vacancy continues to exist in the office of City Clerk. Therefore the power to appoint the City Clerk is now vested in the City Council. Appointed officers are not required to be either residents or electors of the City (Government Code Section 36510).

Government Code Section 34856 provides when the office of City Clerk is made appointive the City Council may by ordinance vest the authority to make that appointment in the City Manager. The ordinance attached as **Exhibit A** makes the required changes to the Municipal Code to include appointing and exercising authority over the City Clerk a part of the City Manager's duties as the Chief Executive Officer of a general law city with a Council-Manager form of governance.

A person appointed by the City Manager to serve as City Clerk would be required, under the City Manager's supervision, to perform all the duties of the City Clerk set forth in Article 2 of Chapter 2-3 of the Municipal Code and the historic duties of a city clerk set forth in Government Code Sections 40801 through 40814.

RECOMMENDATION:

At this time, it is recommended that the City Council (1) Discuss, consider public comment and consider a motion to Adopt the Ordinance attached as **Exhibit A.**

ATTACHMENTS:

Exhibit A – Ordinance 2023-XX

EXHIBIT A

ORDINANCE NO. 2023 -__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA AMENDING SECTIONS 2-2-105 AND 2-2-115(B) OF THE SAN JUAN BAUTISTA MUNICIPAL CODE TO VEST AUTHORITY IN THE CITY MANAGER TO APPOINT THE CITY CLERK

-o0o-

THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA HEREBY ORDAINS AS FOLLOWS:

SECTION 1. Section 2-2-105 of the San Juan Bautista Municipal Code hereby is amended to read as follows:

2-2-105 Chief Executive.

The City Manager shall be the chief executive of the City government under the direction and control of the Council except as otherwise provided in this ordinance. He/She shall have authority over all other officers and employees including the City Clerk, except he/she shall have no authority over the City Treasurer or City Attorney.

SECTION 2. Section 2-2-115(B) of the San Juan Bautista Municipal Code hereby is amended to read as follows:

2-2-115(B) Chief Manager Duties.

Appoint, Dismiss, Etc. Appoint and promote, discipline, suspend or dismiss, all officers and employees of the City including the City Clerk, except he/she shall have no authority over the City Attorney or City Treasurer. No department head shall be appointed or removed until the City Manager shall have first reviewed such appointment or removal with the City Council in executive session.

The City Manager shall provide a single merit principle personnel system for all officers and employees of the City except the City Attorney, City Treasurer, Chief of Police, and the Director of Public Works, and may designate an officer responsible to him/her to administer said personnel system.

SECTION 3. This ordinance and the various parts thereof are hereby declared to be severable. Should any part of this ordinance be declared by a court to be unconstitutional or invalid, such decision shall not affect the validity of the ordinance as a whole, or any other part that the part so declared.

SECTION 4. This ordinance shall go into effect thirty (30) days after the date of its adoption.

THE FOREGOING ORDINANCE was first read at a special meeting of the San Juan Bautista City Council on the 24th day of January, 2023, and was adopted at a regular meeting on the 21st day of February 2023.

PASSED AND ADOPTED by City Council of the City of San Juan Bautista on the 21st day of February, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

APPROVED AS TO FORM:

_____
Robert Rathie, City Attorney

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA AUTHORIZING CLOSURE OF STREETS FOR CERTAIN SPECIAL EVENTS IN 2023:

WHEREAS, The City has received the following applications for Special Events in 2023 and authorization for Street Closure are a necessary prerequisite for issuance of such permits for the following events:

Fiesta Fun Run Street Closures (see exhibit A)
May 13, 2023 from 5:30 AM – 12:00 PM
The Alameda from the intersection of Fourth Street to Franklin Street
Franklin Street from the intersection of The Alameda/Third Street to Second Street
Second Street from Franklin Street to San Jose Street
San Jose Street from Second Street to First Street
First Street to the City Limit
Monterey Street from First Street to Third Street
Third Street From Monterey Street to Franklin Street

Rainbow Run Street Closures (see exhibit B):
June 17, 2023 from 6:00 AM - 11:00 AM
Second Street from Washington Street to North Street
Church Street from Second Street to Third Street
Third St From Church Street to Franklin Street
Franklin Street From Third Street to, and not including, Franklin Circle
6th Street from Franklin Circle to San Antonio Street
San Antonio Street
Muckelemi Street from San Antonio Street to Monterey Street
Larios Drive
Third Street from Lavagnino Street to North Street
North Street

Mandala Makers Street Mandala Street Closure
March 19, 2023 from 7 AM – 8 PM
Polk Street from Third Street to Fourth Street

San Juan Day Street Closure
August 13, 2023 from 5:30 AM to 6:30 PM
Third Street From Franklin Street to Muckelemi Street
Washington, Mariposa and Polk Streets From Second Street to Fourth Street

BE IT RESOLVED that the City Council does hereby authorize the referenced entities to close streets on the dates and times referenced herein subject to the following requirements:

1. All conditions and requirements of agencies, including the Fire Marshall, San Benito County Sheriff, Building Official, Public Works Director, San Benito County Health Dept., San Benito County Integrated Waste Management, Community Development Director shall be met prior to, during, and after the event in the manner deemed necessary by the City Manager.

2. Prior to each event, Sponsors shall submit an agreement to reimburse the City in accordance with an invoice duly issued by the City to cover City expenses as deemed necessary by the City Manager to support administrative, material and City staff time associated with the Street Closure.

PASSED AND APPROVED this 21st day of February 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

Exhibit A

Fiesta Fun Run 5 km, San Juan Bautista, California
CA18010DT
Measured in March, 2018, by Doug Thurston, IAAF/AIMS Level A Measurer and Megan O'Neill

5 km Course Locations

Start: On The Alameda/3rd Street 12-feet east of east edge of east painted cross walk in front of pre-school portable building on north side of street (and north of intersection with 4th Street).

Mile 1: On 1st Street/San Juan Highway 50-feet west of telephone pole 110072849 on north side of road by chain link fence.

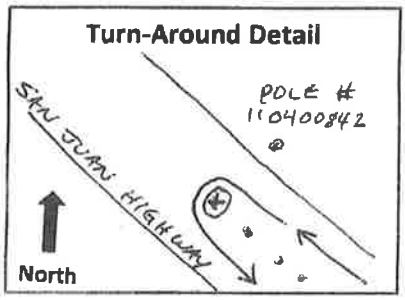
Turn-Around: On 1st Street/San Juan Highway at telephone pole no. 110400842 on north side of road.

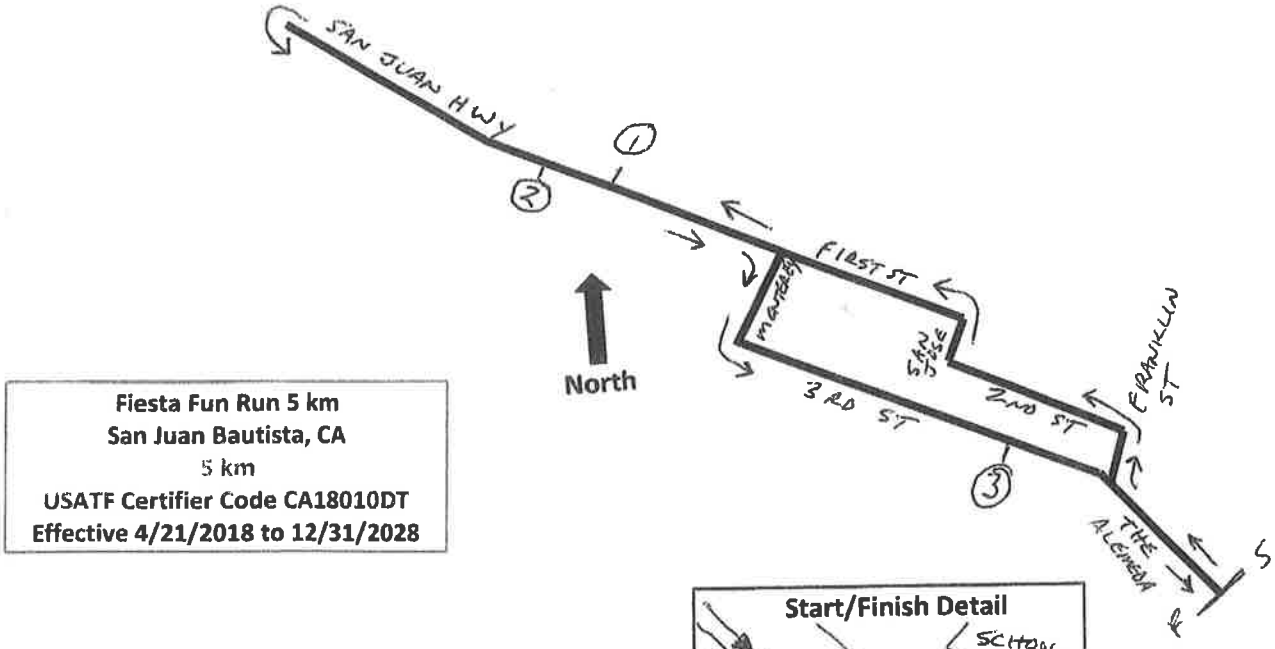
Mile 2: On 1st Street/San Juan Highway 50-feet east of west edge of new housing lot/development on south side of street.

Mile 3: On 3rd Street at west edge of white picket fence for home No. 103, just east of Thrift Store.

Finish: On The Alameda/3rd Street 12-feet east of east edge of east painted cross walk in front of pre-school portable building on north side of street (and north of intersection with 4th Street)—same as Start.

Runners restricted to right (with traffic) side of all roads and should not cross center yellow line.





Fiesta Fun Run 5 km
San Juan Bautista, CA
5 km
USATF Certifier Code CA18010DT
Effective 4/21/2018 to 12/31/2028

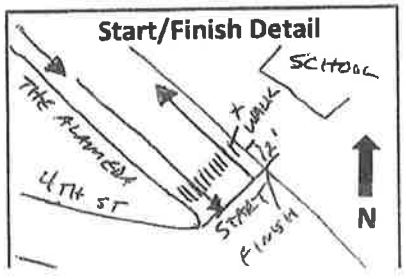


Exhibit B


Route 2
Legend
156
Monterey St
Muckelemi St
San Juan Bautista
San Juan Bautista
2nd St
Washington St
4th St
Google Earth
N
1000 ft

Item: 5.B
City Council
February 21, 2023

Treasurer's Report

For the Six-Month Period Ended December 31, 2022

(50% of fiscal year)

General Fund ~

General revenues are running at 49% for the year to date. Correspondingly, general fund expenditures are at 37% for the year to date. The net effect is a positive change in general fund balance of $432k.

Water Enterprise Fund ~

The water enterprise fund revenues are running at 51% for the year to date, and expenses are at 51%. The net effect is a positive change in the water enterprise fund of $212k.

Sewer Enterprise Fund ~

The sewer enterprise fund revenues are running at 64% for the year to date, and expenses are at 53%. The net effect is a positive change in the sewer enterprise fund of $274k.

City of San Juan Batista

Checks/Vouchers - Monthly Warrant List

1110 - Operating Acct. 1948

Check Number	Check Date	Payee	Check Amount
216348	1/5/2023	Association of California Water Agencies	8,555.00
216349	1/5/2023	Charter Communications	572.13
216350	1/5/2023	Granicus	2,500.00
216351	1/5/2023	Monterey Bay Economic Partnership	3,000.00
216352	1/5/2023	MuniBilling	449.31
216353	1/5/2023	SWRCB	7,939.68
216354	1/13/2023	4Leaf, Inc.	1,546.44
216355	1/13/2023	ACWA Health Benefits Authority	20,547.72
216356	1/13/2023	Alliant Insurance Services	910.00
216357	1/13/2023	att.com	72.23
216358	1/13/2023	AVAYA	250.66
216359	1/13/2023	Brigantino Irrigation, Inc.	88.62
216360	1/13/2023	City of Hollister.	59,337.67
216361	1/13/2023	City of Pacific Grove	53.40
216362	1/13/2023	Clark Pest Control	102.00
216363	1/13/2023	Claudia P. Alvarado	500.00
216364	1/13/2023	DXP Enterprises Inc.	6,942.92
216365	1/13/2023	Ecology Action of Santa Cruz	500.00
216366	1/13/2023	EMC Planning Group Inc.	20,592.19
216367	1/13/2023	Hollister Auto Parts, Inc.	130.47
216368	1/13/2023	J.V. Orta's Rent A Fence	225.00
216369	1/13/2023	Civic Well	28,636.54
216370	1/13/2023	Monterey Bay Analytical Services	2,681.00
216371	1/13/2023	Oppenheimer Investigations Group LLP	126.00
216372	1/13/2023	Paul Champion	490.29
216373	1/13/2023	Pet Waste Co	246.33
216374	1/13/2023	Staples	477.90
216375	1/13/2023	True Value Hardware	93.88
216376	1/13/2023	Wallace Group	7,601.28
216377	1/13/2023	Wendy L. Cumming, CPA	6,352.50
216378	1/13/2023	Wright Bros. Industrial Supply	64.69
		Total 1110 - Operating Acct. 1948	181,585.85
Report Total			181,585.85

City of San Juan Bautista
Expenditures ~ Budget Vs. Actual
For the Six Month Period Ended December 31, 2022

EXPENDITURES Fund	FY22 Actuals	FY23 Actuals	Annual Budget	Variance	YTD 50%	Note
General Fund	822,230	904,977	2,425,349	(1,520,372)	37%	
Special Revenue Funds:						
Capital Projects Fund	73,429	683,826	3,186,996	(2,503,170)	21%	**A**
Community Development	258,501	259,854	671,289	(411,435)	39%	
COPS	50,000	50,000	100,000	(50,000)	50%	
Parking & Restroom Fd	-	-	2,500	(2,500)	0%	
Gas Tax Fund	8,372	8,849	19,000	(10,151)	47%	
Valle Vista LLD	36,584	15,608	26,529	(10,921)	59%	
Rancho Vista CFD	26,232	20,107	66,521	(46,414)	30%	
Copperleaf CFD	8,569	10,912	22,650	(11,738)	48%	
Development Impact Fee Funds						
Public/Civic Facility	1,353	1,350	2,700	(1,350)	50%	
Library	9,020	2,220	4,440	(2,220)	50%	
Storm Drain	1,717	1,716	3,432	(1,716)	50%	
Park In-Lieu	150	150	300	(150)	50%	
Public Safety	429	426	852	(426)	50%	
Traffic	216	216	432	(216)	50%	
Enterprise Funds:						
Water:						
Operations	400,538	409,530	805,232	395,702	51%	
Capital	76,127	13,475	79,350	65,875	17%	**A**
Sewer						
Operations	408,043	485,813	923,911	438,098	53%	
Capital	551,979	346,411	484,352	137,941	72%	
TOTAL Funds	**1,960,773**	**2,310,462**	**8,825,835**	**6,515,373**	**26%**	

Footnotes:

A ~ Capital fund transfers/costs are budgeted to be incurred by these funds. Since the costs/transfers occur sporadically during the year, they do not always align with the to date percentages, or prior year amounts. Additionally, some projects have been moved to the next fiscal year.

City of San Juan Bautista
Revenues ~ Budget Vs. Actual
For the Six Month Period Ended December 31, 2022

REVENUES	FY22	FY23	Annual		YTD	
Fund	Actuals	Actuals	Budget	Difference	50%	Notes
General Fund	1,196,219	1,337,109	2,737,935	(1,400,826)	49%	
Special Revenue Funds:						
Capital Projects Fund	73,429	683,826	3,186,996	(2,503,170)	21%	**B**
Community Development	50,181	51,228	404,514	(353,286)	13%	**A**
COPS	80,594	81,901	100,000	(18,099)	82%	
Parking & Restroom Fd	17,878	14,917	26,000	(11,083)	57%	
Gas Tax Fund	51,879	45,052	98,520	(53,468)	46%	
Valle Vista LLD	10,552	13,265	26,529	(13,265)	50%	
Rancho Vista CFD	32,265	33,261	66,521	(33,261)	50%	
Copperleaf CFD	10,479	11,325	22,650	(11,325)	50%	
Internal Service Funds:						
Blg Rehab. & Replace	19,000	19,000	38,000	(19,000)	50%	
Vehicle Replacement	30,000	30,000	60,000	(30,000)	50%	
Enterprise Funds:						
Water						
Operations	581,355	621,588	1,213,800	(592,212)	51%	
Capital	-	-	79,350	(79,350)	0%	**B**
Sewer						
Operations	622,388	760,183	1,185,000	(424,817)	64%	
Capital	-	-	484,352	(484,352)	0%	**B**
TOTAL Funds	**1,579,999**	**2,365,545**	**9,730,167**	**7,364,622**	**24%**	

A ~ These funds are developer derived and are recognized when received.
B ~ The timing of the projects and the related revenue does not always align with the year-to-date percentages.

City Manager's Report 02.21.25

Sheriff Update

Hollister Fire Update

Office of Emergency Services/Flood damage Update

City Manager's Report 02.21.25

- City Council Chambers
  - Improving Sound
  - Lowering Cameras
  - Working with CMAP to localize cameras and zoom
- Parklets
  - Parklets-
    - 1/24/23 no changes from to the current Resolution
    - No new parklets
- Native American Tribes
  - Several in-depth conversations w/Chair Lopez
  - Better understanding of the cultural importance
  - Would like a learning center in the City

City Manager's Report 02.21.25

Special Events Coming Soon

- Arts and Craft Fair in March
- Mandala in April
- Rib Cook Off in May
- Rotary Run in June

Special Council training workshop March 7 w/PC (?)

League of CA Cities Planning Commission Training in March

City Manager's Report 02.21.25

Grant Writing-

- Reviewed 23 different grant opportunities- some have expired
- Two parks related
- Several are Public safety related

Strategic Planning process

- Contract executed
- Will begin research and survey by February 24th
- Supporting the City re-negotiate the Sheriff Contract, and
- Proposed Fire District formation

City Manager's Report 02.21.25

Pavement Management Plan- Street Improvements

- Pavement Management Plan includes all City Streets
- Goal is to improve the City's "Pavement Index"
- Not relying on General Fund monies
- Measure G and other State & Federal funds
- Accumulate over a 3-year period for cost efficiency
- $1.4 million includes 11 streets and sidewalks ($900 MG)
- In FY 25/26 another batch of priorities will be addressed
- Working on Concrete now, waiting for warmer weather for Asphalt
- Arborist consulted for tree work
- Will landscape 3rd Street

City Manager's Report 02.21.25

Wastewater Update

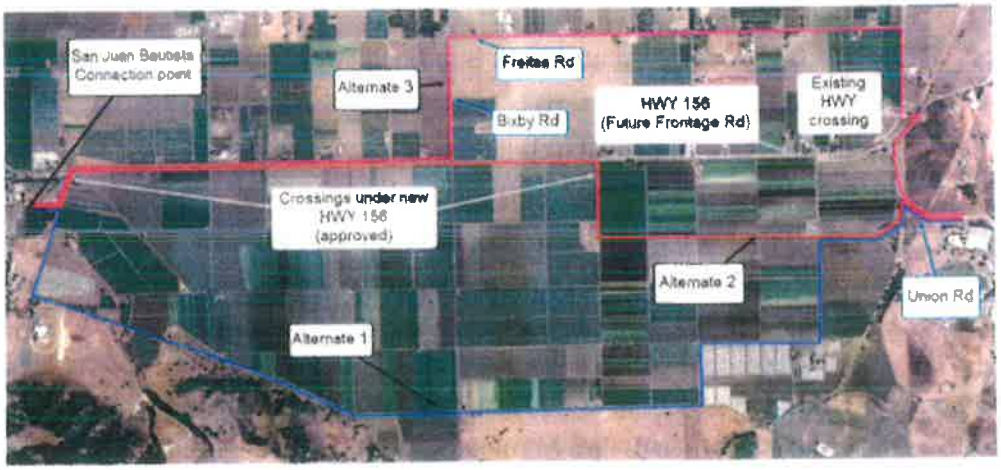
- Environmental work completed!
  - Move forward w/RFP to Buy Mitigation Credits
- "LOC" executed for the USDA- "C" = Conditions
- 53 steps/USDA Approval to take; 20 of them before bidding
- Include USDA approval of draft Agreements
  - with both Hollister and District, as well as
  - "users outside the mandatory service area"
- Settlement Agreement, EPA and USDA Schedules indicated bidding 02.14.2023
- Added USDA as a milestone Requested 60-Day extension
- RFQ-RFP for Construction Management and Inspection per USDA

City Manager's Report 02.21.25

Water Update

- Draft Agreements have been shared twice now
  - One for the pipeline
  - One for the purchase of the water "Buy-in"
- Received a status and update of the project
  - 3 Possible routes now (next slide)
  - Prefer now to use the relinquished Hwy 156
  - Coordinating with Cal Trans

Water District Import Surface Water- 3 Routes



CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

AGENDA TITLE: Ordinance No. xx, Amending Chapter xx of the City of San Juan Bautista Building Code and Adopting the California Building Standards Coode 2022 Edition of the California Fire Code and Appendices Title 24, Part 9

MEETING DATE: February 21, 2023

SUBMITTED BY: City Attorney Robert Rathie

DEPARTMENT HEAD: Fire Chief Bob Martin Del Campo

RECOMMENDED ACTION:

Staff recommends that the City Council Read by Title Only, Waive Full Reading, and introduce these changes to the Ordinance of the City Council of the City of San Juan Bautista Amending Chapter xx of the San Juan Bautista Building Code and adopting by reference – 2022 Edition California Fire Code and appendices Title 24, Part 9.

BACKGROUND INFORMATION:

Fire Protection agencies are generally required to adopt the State Building Standards, and agencies are allowed to make amendments to those state standards when justified by local topographical, climatic and geographical conditions.

The international code Council promulgates the International Fire Code, a nationally recognized compilation of rules and regulations. The International Code Council has conducted open code hearings that permit participation by National, State, and local code officials; as well as industry representatives, consultants, and other private parties with an interest in the International Fire Code. The international Fire Code has been printed and published as a Code in book form with the meaning of Section 50022.1 of the Government Code of the State of California.

Under this adopting ordinance, specific amendments to building standards are more restrictive than those contained within the 2022 Edition of the International Fire Code with amendments as adopted by the California Building Standards Commission and published as the 2022 Edition of the California Fire Code.

Under the provisions of Section 18941.5 of the Health and Safety Code, local amendments are based on climatic, topographical and geological conditions.

It is clearly understood that the adoption of such amendments may not prevent the incidence of fire, the implementation of these various amendments to the Fire Code is intended to reduce the potential loss of life and property and damage to the environment caused thereby.

DISCUSSION:

The San Juan Bautista City Council and the Hollister Fire Department ORDAINS AS FOLLOWS:

Part 1: Adoption of Code with Exclusions

Part 2: Local Amendments

Part3: International Fire Code Adopted by Reference

Part 4: Severability

Part 5: Effective Date and Publication

Part 1. Adoption of Code with Exclusions

The Hollister Fire Department adopts the 2022 California Fire Code, Title 24, Part 9, in its entirety, including Appendices, incorporation those sections of the International Fire Code, 2022 Edition not adopted by the State.

Part 2. Local Amendments

The following sections are hereby amended or added (2022 City of San Juan Bautista Fire Code Amendments – Exhibit A)

Part 3. International Fire Code Adopted by Reference

The 2022 International Fire Code, including its appendices published by the International Code Council, is hereby adopted by reference.

Part 4. Severability

If any section, subsection, clause, phrase, or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decisions of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City of San Juan Bautista hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

Part 5. Effective Date and Publication

This ordinance shall become effective and be in full force and effect thirty (30) days after the date of its passage and after ratification by the City of San Juan Bautista and submission of a copy of the ordinance to the California Department of Housing and Communi8ty Development, provided this ordinance is published in full or in summary within fifteen (15) days after its adoption in the Freelance, a newspaper of general circulation.

This ordinance was introduced and the title there of read at the regular meeting of the City of San Juan Bautista on January 24, 2023.

FISCAL IMPACT:

N/A

ATTACHMENTS:

1. 2022 City of San Juan Bautista Fire Code Amendments – Exhibit A

2022
City of San Juan Bautista
Fire Code Amendments

Presented by the Monterey County Fire Prevention Officers Association and The San Benito County Fire Prevention Officers.

101.1 Title. These regulations shall be known as the Fire Code for the City of San Juan Bautista, hereinafter referred to as "Fire Code."

101.2.1 Appendices. Provisions in all appendices to the 2022 California Fire Code are hereby adopted in their entirety and shall apply.

102.1 Construction and design provisions. The construction and design provisions of this Code shall apply to:
1. Structures, facilities and conditions arising after the adoption of this Code.
2. Existing structures, facilities and conditions not legally in existence at the time of adoption of this Code.
3. Existing structures, facilities and conditions when identified in specific Sections of this Code.
4. Existing structures, facilities and conditions, which, in the opinion of the Fire Code Official, constitute a distinct hazard to life and property.
5. Existing Structures Alterations and repairs.
a. All new work performed in alterations and/or repairs to existing structures shall comply with the current provisions of this Chapter.
b. When alterations and/or repairs result in the removal, alteration, modification, replacement and/or repair of fifty percent (50%) or more of the external walls of a building, or result in the removal, modification, replacement and/or repair of fifty percent (50%) or more of the existing internal structural and/or non-structural framework, independently or in combination thereof, within a five year period, the entire building shall be made to conform to the current provisions of this Chapter.
c. Calculations of linear wall measurements shall be shown on all plans submitted for building permits, on the cover page in the project description of said plans.
d. The determination under this section of the requirement for upgrading any existing structure to full conformance with current provisions of this Chapter shall be at the sole discretion of the Fire Code Official.

103.0 Responsibility for enforcement.
103.0.1 Within established fire protection districts and community services districts, responsibility for enforcement of this Code shall be under the direction of the Fire Chief within each district.

103.0.2 In areas of Hollister outside incorporated cities or organized special districts or fire districts, responsibility for enforcement of this Code shall be under the direction of the Chief Building Official with Code Enforcement of the AHJ.

104.1.1 Police powers. The fire code official and his deputies shall have the powers of police officers in performing their duties under this Code. When requested to do so by the fire code official, the chief of police of the jurisdiction is authorized to assign such available police officers as necessary to assist the fire code official in enforcing the provisions of this Code.

105.5.0 Agricultural Explosive Devices. An operational permit is required for storage or use of any agricultural explosive device including “bird bombs”.

112.2 Owner/occupant responsibility. Correction and abatement of violations of this Code shall be the responsibility of the owner. If an occupant creates, or allows to be created, hazardous conditions in violation of this Code, the occupant shall be held responsible for the correction and abatement of such hazardous conditions.

112.4 Violation penalties. Persons who shall violate any provision of this Code or shall fail to comply with any of the requirements thereof or shall erect, install, alter, repair or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this Code, shall be guilty of an infraction, punishable by a fine in conformance with the County Fire Department.

113.4 Failure to comply. Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to perform to remove a violation or unsafe condition, shall be guilty of an infraction as specified in Section 112.4 of this Code.

202 Definitions
ALL WEATHER SURFACE. A hard paved road surface constructed to the minimum standards adopted by the jurisdiction.

BRIDGE. A structure to carry a roadway over a depression or obstacle.

IDLE PALLET. A pallet or similar product storage and/or lifting device not currently in use and empty of product.

503.2.6.1 Private bridge engineering. Every private bridge hereafter constructed shall meet the following engineering requirements:
1. The weight shall be designed for a minimum of HS-20 loading as prescribed by the AASHTO.
2. The unobstructed vertical clearance shall be not less than fifteen (15) feet clear.
3. The width shall be a minimum of twenty (20) feet clear. The Fire Code Official may require additional width when the traffic flow may be restricted or reduce the width to a minimum of twelve (12) feet for Occupancy Group U or R-3 occupancies.
4. The maximum grade change of the approach to and from any private bridge shall not exceed eight percent for a minimum distance of ten (10) feet.

503.2.6.2 Private bridge certification. Every private bridge hereafter constructed shall be engineered by a licensed professional engineer knowledgeable and experienced in the engineering and design of bridges. Certification that the bridge complies with the design standards required by this Code and the identified standards, and that the bridge was constructed to those standards, shall be provided by the licensed engineer, in writing, to the Fire Code Official. Every private bridge, including existing and those constructed under this Code, shall be certified as to its maximum load limits every ten (10) years or whenever deemed necessary by the fire code official. Such recertification shall be by a licensed professional engineer knowledgeable and experienced in the engineering and design of bridges. All fees charged for the purpose of certification or recertification of private bridges shall be at the owner's expense.

503.2.7 Grade. The grade of fire apparatus access roads shall be no greater than fifteen (15) percent unless specifically approved by the Fire Code Official.

503.2.7.1 Paving. All fire apparatus access roads over eight (8) percent shall be paved with a minimum 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base. All fire apparatus access roads over fifteen (15) percent where approved shall be paved with perpendicularly grooved concrete.

503.7 Fire apparatus access road names. All fire apparatus access road names shall be issued or approved by the appropriate governmental agency.

506.1 Required. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box or other approved emergency access device to be installed in an approved location. The key box or other approved emergency access device shall be of an approved type and shall contain keys or other information to gain necessary access as required by the fire code official. Where a key box is used, it shall be listed in accordance with UL 1037. This jurisdiction utilizes the KNOX Box Security Systems.

507.5.2 Inspection, testing and maintenance. Fire hydrant systems shall be subject to periodic tests as required by the Fire Code Official. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, alterations and servicing shall comply with approved standards. When required by the Fire Code Official, hydrants shall be painted in accordance with the most current edition of NFPA 291.

605.3.1 Spark arresters.
605.3.1.1 An approved spark arrester shall be installed on all chimneys, incinerators, smokestacks or similar devices using solid fuel for conveying smoke or hot gases to the outer air.
605.3.1.2 Spark arresters shall have openings in accordance with Section 2113.9.2(3) of the California Building Code and Section 1003.9.2 of the California Residential Code with minimum openings of 3/8" and maximum openings of ½".

901.1.1 Responsibility. The owner of the protected premises shall be responsible for all fire protection systems within the protected premises, whether existing or installed under this code.

901.2.2 Additional documentation. Additional documentation as required by the Fire Code Official shall be provided to the Fire Code Official in an acceptable format.

901.4 Installation. Fire protection systems shall be maintained in accordance with the original installation standards for that system. All systems shall be extended, altered, or augmented as necessary to maintain and continue protection

whenever the building is altered, remodeled or added to. Alterations to fire protection systems shall be done in accordance with applicable standards.

901.4.8 Nonoperational equipment. Any fire protection equipment that is no longer in service shall be removed.

901.6.4 Qualifications of Inspection, Testing and Maintenance Personnel. All personnel performing any inspection, testing or maintenance of any fire protection system shall be qualified. Where such inspection, testing and maintenance is performed by an outside service company, the company shall be appropriately licensed by the California Contractors State License Board in accordance with the California Business & Professions Code or by the California State Fire Marshal.

901.6.5 Additional records. All documentation generated during any scheduled inspection or test of any fire protection system, whether required or voluntarily installed, shall be forwarded to the Fire Code Official within fifteen (15) calendar days after the date of the inspection or test.

901.11 Fire Protection Features for Plant Processing and Extraction Facilities

901.11.1 Scope. This section applies to occupancies regulated by Chapter 39 of this Code.

901.11.2 Definitions.
901.11.2.1 Plant processing. Plant processing shall include all plant post-harvest operations, excluding retail sales of plant and related products.
901.11.2.2 Indoor cultivation. Indoor cultivation shall be defined as all nursery or cultivation conducted in other than Group U occupancies (greenhouses).

901.11.3 Fire Protection Systems. All buildings or portions thereof housing plant post-harvest or indoor cultivation operations shall be protected as defined in this section.
901.11.3.1 Fire Sprinklers. Fire sprinklers shall be installed in accordance with 901.11.3.1.1, 901.11.3.1.2, or 901.11.3.1.3
901.11.3.1.1 Fire sprinklers shall be installed in all buildings or portions thereof; such fire sprinkler systems shall be designed to Ordinary Group II design standards in the latest adopted edition of NFPA 13 and Section 903 of this code.

901.11.3.1.2 If the occupancy is classified as a Group H Occupancy the fire sprinkler system may be required to be designed and installed as an Extra Hazard fire sprinkler system
901.11.3.1.3 Where permitted by the fire code official and not otherwise required by this code or the CBC, fire sprinklers may be eliminated in approved buildings less than 500 square feet.

901.11.3.2 Fire Alarm Systems. Fire alarm systems shall be installed in all buildings or portions thereof; such fire alarm systems shall include both fire sprinkler system monitoring and complete occupant notification as specified in the latest adopted edition of NFPA 72 and Section 907 of this code.

901.11.3.3 Special Hazard Systems. Where specified by appropriate UL listings for extraction booths utilizing volatile solvents, dry chemical fire protection systems shall be installed according to the latest adopted edition of NFPA 17. If there is no UL listing for the extraction booth, a dry chemical fire protection system shall be installed.

901.11.3.4 Portable Fire Extinguishers. Portable fire extinguishers shall be installed in accordance with NFPA 10 and Section 906 of this code.

903.2 Where required. Approved automatic sprinkler systems shall be provided in all new buildings and structures constructed, moved into or relocated within the jurisdiction.
Exceptions:
(1) Structures not classified as Group R occupancies and not more than five hundred (500) square feet in total floor area.
(2) Detached agricultural buildings, as defined by this code and the CBC, located at least one hundred feet (100) from any other structure or the property line, whichever is closer.
(3) Accessory structures not classified as R occupancies associated with existing non-sprinklered R-3 occupancies (one- or two-family dwellings) and less than one thousand five hundred (1500) square feet in total fire area.
(4) Where an insufficient water supply exists to provide for an automatic fire sprinkler system and where the Fire Code Official permits alternate protection.

The following Sections are amended by changing requirements to five hundred (500) square feet for fire sprinkler installation, as follows (the complete text of the section is not provided):
903.2.1.1 Group A-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.1.2 Group A-2. Change five thousand (5,000) square feet to five hundred (500) square feet.
903.2.1.3 Group A-3. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.1.4 Group A-4. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.1.5 Group A-5. Change one thousand (1,000) square feet to five hundred (500) square feet.
903.2.3 Group E. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.4 Group F-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.4.1 Group F-1. Change two thousand five hundred (2,500) square feet for woodworking operations to five hundred (500) square feet.
903.2.7-1 Group M. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.7-3 Group M. Change twenty-four thousand (24,000) square feet to five hundred (500) square feet.
903.2.9 Group S-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.
903.2.9.1 Repair Garages. Change ten thousand (10,000) square feet (2 story buildings) and twelve thousand (12,000) square feet (1 story buildings) to five hundred (500) square feet.
903.2.9.2 Bulk storage of tires. Change twenty thousand (20,000) cubic feet to five hundred (500) square feet.

903.2.8 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided in all buildings with a Group R fire area, including, but not limited to, one- and two-family dwellings, townhomes, and manufactured homes and mobile homes located outside of licensed mobile home parks hereafter constructed, moved into or relocated within the jurisdiction, including all additions to buildings already equipped with automatic fire sprinkler systems.
(Exceptions remain per 2022 California Fire Code)

903.3.1.1.1 -7 Passenger elevator shafts or associated passenger elevator mechanical rooms, where elevator shafts are constructed with a 2–hour fire resistive method.

Section 903.3.1.1.2 of the California Fire Code is deleted.

903.3.1.2 NFPA 13R sprinkler systems. Automatic sprinkler systems in Group R occupancies up to and including four stories in height shall be permitted to be installed throughout in accordance with NFPA 13R as amended in Chapter 47 of this Code.
903.3.1.2.1 Balconies and decks. Sprinkler protection shall be provided for exterior balconies, decks and ground floor patios of dwelling units were the building is of Type V construction, provided there is a roof or deck above. Sidewall sprinklers that are used to protect such areas shall be permitted to be located such that their deflectors are within 1 inch to 6 inches below the structural members and a maximum distance of fourteen (14) inches below the deck of the exterior balconies and decks that are constructed of open wood joist construction.
903.3.1.2.3 Attics. Where NFPA 13R sprinkler systems are installed, all attic areas shall be provided with sprinkler protection in accordance with NFPA 13.
903.3.1.2.4 Sprinkler control valves. Where NFPA 13R sprinkler systems are installed, sprinkler system control valves shall be installed in accordance with NFPA 13.
903.3.1.2.5 Bathrooms. Automatic sprinklers shall be installed in all bathrooms, regardless of square footage, where an electrical receptacle is installed.
903.3.1.2.6 Accessible storage areas. Automatic sprinklers shall be installed in all accessible storage areas.
903.3.1.2.7 Under-stair spaces. Automatic sprinklers shall be installed in all under-stair spaces including all under-stair closets.
903.3.1.3 NFPA 13D sprinkler systems. Automatic fire sprinkler systems installed in one and two-family dwellings, Group R-3 and R-4 congregate living facilities and townhouses shall be permitted to be installed throughout in accordance with NFPA 13D. The requirements of this section supersede the requirements of the California Residential Code.
903.3.1.3.1 All fire sprinkler systems installed in one- and two-family dwellings shall be tested for leakage by undergoing a hydrostatic test made at 200 psi for two-hour duration.
903.3.1.3.2 Each water system supplying both domestic and fire protection systems shall have a single indicating-type control valve, arranged to shut off both the domestic and sprinkler systems. A separate shut-off valve for the domestic system only shall be permitted to be installed. The location of the control valve shall be approved by the Fire Code Official.
903.3.1.3.3 Automatic sprinklers shall be installed in all bathrooms, regardless of square footage, where an electrical receptacle is installed.
903.3.1.3.4 Automatic sprinklers shall be installed in all attached garages and other accessory structures.
903.3.1.3.5 Automatic sprinklers shall be installed in all accessible storage areas.

903.3.1.3.5.1 Automatic sprinklers shall be installed in all under-stair spaces including all closets.
903.3.1.3.6 Local water flow alarms shall be provided on all sprinkler systems. Local water flow alarms shall be powered from the main kitchen refrigerator circuit. The local water flow alarm shall be clearly audible from within the master bedroom at an audibility level of not less than 75 dBa. Where no kitchen exists in the building, the water flow alarm shall be powered from the bathroom lighting circuit. As required by the fire code official, interior audible notification appliances or additional water flow alarms are required to be installed at locations specified by the fire code official.
903.3.1.3.7 Automatic fire sprinklers shall be installed to protect all furnaces and heating system appliances.
903.3.1.3.8 A passive purge shall be installed in the master bathroom if served by a public water system per local water purveyor. A placard must be posted adjacent to the fire sprinkler riser.

903.4.1 Monitoring. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved central station, remote supervising station or proprietary supervising station as defined in NFPA 72, or, when approved by the Fire Code Official, shall sound an audible signal at a constantly attended location. The fire alarm system installed to transmit such signals shall be considered a building fire alarm system.
(Exceptions remain unchanged)

903.4.2 Alarms. One exterior approved audible appliance shall be connected to every automatic sprinkler system in an approved location. Sprinkler water-flow alarm devices shall be activated by water flow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Where a building fire alarm system is installed, actuation of the automatic sprinkler system shall actuate the building fire alarm system. Interior alarm notification appliances shall be installed as required by Section 903.4.2.1.

903.4.2.1 Where an automatic fire sprinkler system is installed in a building with more than one tenant or with over one hundred (100) sprinkler heads, audible and visible notification appliances shall be installed throughout the building as follows:
a. Audible notification appliances shall be installed so as to be audible at fifteen (15) dBa above average sound pressure level throughout the building.
b. Visible notification appliances shall be installed in all public and common use areas, restrooms and corridors in accordance with the spacing requirements of NFPA 72.

c. Visible notification appliances can be eliminated in normally unoccupied portions of buildings where permitted by the Fire Code Official.
EXCEPTION: The requirements of this section do not apply to Group R-3 Occupancies.

903.4.3 Floor control valves. Approved indicating control valves and water flow switches shall be provided at the point of connection to the riser on each floor in all buildings over one story in height and shall be individually annunciated as approved by the Fire Code Official.

904.13.2 System interconnection. The actuation of the fire extinguishing system shall automatically shut down all fuel and electrical power located under the hood, except for the electrical power to the exhaust air supply. The fuel and electrical supply reset shall be manual.

904.13.5.2 Extinguishing system service. Automatic fire extinguishing systems shall be serviced by a CSLB licensed C-16 contractor or a CSFM licensed "A" licensee at least every six months and after any activation of the system. Inspection shall be performed by the owner at least monthly in accordance with the currently adopted edition of NFPA 17-A. The service contractor shall review the records of monthly inspections every six months, and deficiencies shall be reported to the fire code official. A service report shall be forwarded to the fire code official by the licensed service contractor within 15 days after every service on the appropriate AES form.

907.1.6 Multiple Fire Alarm Systems. Multiple fire alarm systems within a single protected premise are not permitted, unless specifically authorized by the Fire Code Official.

907.2 Exception 1. The manual fire alarm box is not required for fire alarm control units dedicated to elevator recall control.

907.6.5 Access. Access shall be provided to each fire alarm system component for periodic inspection, maintenance and testing.

907.6.6.5 Zone transmittal. Where required by the fire code official, fire alarm signals shall be transmitted by zone to the supervising station and retransmitted by zone to the public fire service communications center.

907.6.6 Monitoring. Fire alarm systems, whether required by this Chapter or the California Building Code or voluntarily installed, shall be monitored by an approved supervising station in accordance with NFPA 72 and this Section.

907.6.6.6 Means of communication. The use of either POTS or cable telephone lines with a digital alarm communicator transmitter shall not be permitted. EXCEPTION. Where no other communications methods are available, the use of telephone lines shall be permitted to be used on a temporary basis not to exceed one year from the date of final acceptance test or until permitted alternate means of communications are available.

907.7.2 Completion documents. The following documentation shall be provided at the time of acceptance testing for all fire alarm system installations:
1. A record of completion in accordance with NFPA 72.
2. A contractor's statement verifying that the system has been installed in accordance with the approved plans and specifications and has been 100% tested in accordance with NFPA 72.
3. A contractor's affidavit of personnel qualifications, indicating that all personnel involved with the installation of the fire alarm system meet the qualification requirements of the Fire Code Official.

1205.1.1 Signing and Marking. In addition to signing and marking requirements of the California Building Code and the California Residential Code, the following signing and marking is required:

1205.1.1.1 Main Panel Exterior Marking. A placard is required to be permanently affixed to the main service disconnect panel. The placard shall be red in color with white capital letters at least 1/2" in height and in a non-serif font, to read "SOLAR DISCONNECT INSIDE PANEL." The placard shall be constructed of weather-resistant, durable plastic with engraved letters, or other approved material.

1205.1.1.2 Circuit Disconnecting Means Marking. A permanent label is to be affixed adjacent to the circuit breaker controlling the inverter or other photovoltaic system electrical controller. The label shall have contrasting color capital letters at least 3/8" in height and in a non—serif font, to read "SOLAR DISCONNECT." The label shall be constructed of durable adhesive material or other approved material.

1205.1.1.3 Secondary Power Sources. Where photovoltaic systems are interconnected to battery systems, generator backup systems, or other

secondary power systems, additional signage acceptable to the fire code official shall be required indicating the location of the secondary power source shutoff switch.

1205.1.1.4 Installer Information. Signage acceptable to the fire code official indicating the name and emergency telephone number of the installing contractor shall be required to be installed adjacent to the main disconnect.

Section 1205.2.1, Exceptions 1 and 2 of the California Fire Code are deleted in their entirety.

1205.2.1.4 Hip and Valley Layout. Hip and Valley Layouts. Modules shall be located no closer than one and one-half feet (1-1/2') to a hip or valley if modules are to be placed on both sides of a hip or valley. Where modules are located on only one side of a hip or valley that is of equal length, the modules shall be permitted to be placed directly adjacent to the hip or valley.

1206.15 Signage acceptable to the fire code official shall be required indicating the location of the stationary fuel cell power system.

3905.3. Fire Protection Systems. Fire protection systems in occupancies regulated by this chapter shall be in accordance with Section 901.11 of this Code.

D103.2 Grade. Fire apparatus access roads shall not exceed fifteen (15) percent in grade with a maximum side slope of five (5) percent.
EXCEPTION: Grades steeper than fifteen (15) percent, if approved by the Fire Code Official, shall be paved with perpendicularly grooved concrete.

APPENDIX Q: STANDARD FIRE CONDITIONS FOR SINGLE FAMILY DWELLINGS

SECTION Q101 GENERAL

Q101.1 Scope. Applications for the construction or remodel of single family dwellings, including one- and two-family dwellings, townhomes, modular and manufactured homes, and mobile homes outside of established mobile home parks, shall be subject to the fire conditions in this appendix when conditioned by the Fire Code Official.

Q101.2 Conflicting sections. Where provisions in this appendix conflict with other sections of this Code or other appendices, the provisions of this appendix shall prevail unless otherwise directed by the Fire Code Official.

SECTION Q102 ROADS

Q102.1 General. These conditions will be used primarily when conditioning a subdivision or other project that requires roads. Roads identified in this Section are vehicular access to more than two (2) parcels; more than four (4) residential units; or access to any industrial or commercial occupancy. Includes public and private streets and lanes.

Q102.2 Road access. (FIRE 001). Access roads shall be required for every building when any portion of the exterior wall of the first story is located more than one hundred fifty (150) feet from fire department access. All roads shall be constructed to provide a minimum of two (2) ten (10) feet wide traffic lanes with an unobstructed vertical clearance of not less than fifteen (15) feet. The roadway surface shall provide unobstructed access to conventional drive vehicles including sedans and fire apparatus and shall be an all-weather surface designed

to support the imposed load of fire apparatus (75,000 pounds). Each road shall have an approved name.

Q102.3 Roadway engineering. (FIRE 002). The grade for all roads shall not exceed fifteen percent (15%) with a maximum side slope of five percent (5%). Where road grades are 8 percent (8%) or less, an all-weather aggregate base is required at a minimum or as required in other sections of the City of San Juan Bautista Code. Where road grades exceed eight percent (8%), a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The length of vertical curves in roadways, exclusive of gutters, ditches and drainage structures designed to hold or divert water, shall not be less than one hundred (100) feet. No roadway turn shall have a horizontal inside radius of less than fifty (50) feet. A roadway turn radius of fifty (50) to one hundred (100) feet is required to have an additional four (4) feet of roadway surface. A roadway turn radius of one hundred (100) to two hundred (200) feet is required to have an additional two (2) feet of roadway surface. Roadway turnarounds shall be required on dead-end roads in excess of one hundred fifty (150) feet of surface length. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q102.4 Dead end roads.

Q102.4.1 Parcels less than one acre. (FIRE 003). For parcels less than one acre, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed eight hundred (800) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q102.4.2 Parcels greater than one acre and not exceeding five acres (FIRE 004). For parcels greater than one acre and not exceeding five acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed one thousand three hundred twenty (1,320) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the

shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length

Q102.4.3 Parcels greater than five acres and not exceeding twenty (20) acres. (FIRE 005). For parcels greater than five acres and not exceeding twenty (20) acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed two thousand six hundred forty (2,640) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than one thousand three hundred twenty (1,320) foot intervals. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q102.4.4 Parcels greater than twenty (20) acres. (FIRE 006). For parcels greater than twenty (20) acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed five thousand two hundred eighty (5,280) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than one thousand three hundred twenty (1,320)-foot intervals. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

SECTION Q103 DRIVEWAYS, GATES, AND BRIDGES

Q103.1 Driveways. (FIRE 007). Driveway identified in this Section is defined as a vehicle access that serves up to two (2) parcels with no more than two (2) residential units and any number on non-commercial or industrial buildings on each parcel. Driveways shall not be less than twelve (12) feet wide traffic lane and minimum fourteen (14) feet wide unobstructed clearance, with an unobstructed vertical clearance of not less than fifteen (15) feet. The grade for all driveways shall not exceed fifteen percent (15%) with a maximum side slope of five percent (5%). Where driveway grades are eight percent (8%) or less, an all-

weather surface such as an aggregate base shall meet minimum fire requirements. Other types of material for driveways may be required by the Code. Where the grade exceeds eight percent (8%), a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The driveway surface shall be capable of supporting the imposed load of fire apparatus forty thousand (40,000) pounds, and be accessible by conventional-drive vehicles, including sedans. For driveways with turns ninety (90) degrees and less, the minimum horizontal inside radius of curvature shall be twenty-five (25) feet. For driveways with turns greater than ninety (90) degrees, the minimum horizontal inside radius curvature shall be twenty-eight (28) feet. For all driveway turns, an additional surface of four (4) feet shall be added. All driveways exceeding one hundred fifty (150) feet in length, but less than eight hundred (800) feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds eight hundred (800) feet, turnouts shall be provided at no greater than four hundred (400)-foot intervals. Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum of twenty (25) foot taper at both ends. Turnarounds shall be required on driveways in excess of one hundred fifty (150) feet of surface length and shall be thirty (30) feet long with a minimum twenty-five (25) foot taper at both ends. Turnarounds shall be required on driveways in excess of one hundred fifty (150) feet of surface length and shall be located within fifty (50) feet of the primary building. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the driveway. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q103.2 Gates. (FIRE 008). All gates providing access from a road to a driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least two (2) feet wider than the width of the traffic lane but in no case be less than fourteen (14) feet wide unobstructed and unobstructed vertical clearance of fifteen (15) feet. Where a one-way road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required.

Q103.3 Bridges. (FIRE 009). All new and reconstructed bridges shall be at least the width of the roadbed and berms, but in no case less than twelve (12) feet wide. Bridge width on all roads exceeding tertiary standards shall not be less than the width of the two lanes with berms. All bridges shall be designed for HS15-44 loading and have guardrails. Appropriate signage, including but not limited to, weight ratings or vertical clearance limitations, and one-way road or single-lane road conditions, shall be provided at both entrances to any bridge.

One-lane bridges may be permitted if there is unobstructed visibility across the entire bridge, and turnouts are provided at both bridge ends. The fire authority may impose more stringent requirements for bridges.

SECTION Q104 SIGNS AND ADDRESSES

Q104.1 Road signs. (FIRE 010). All newly constructed or approved roads and streets shall be designated by names or numbers, posted on signs clearly visible and legible from the roadway. Size of letters, numbers and symbols for street and road signs shall be a minimum four-inch letter height, ½-inch stroke, and shall be a color that is reflective and clearly contrasts with the background color of the sign. All numerals shall be Arabic. Street and road signs shall be non-combustible and shall be visible and legible from both directions of vehicle travel for a distance of at least one hundred (100) feet. Height, visibility, legibility, and orientation of street and road signs shall be meet the provisions of the jurisdiction. This section does not require any entity to rename or renumber existing roads or streets, nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering. Signs required under this section identifying intersecting roads, streets and private lanes shall be placed at the intersection of those roads, streets and/or private lanes. Signs identifying traffic access or flow limitations (i.e., weight or vertical clearance limitations, dead-end road, one-way road or single lane conditions, etc.) shall be placed: (a) at the intersection preceding the traffic access limitation; and (b) not more than one hundred (100) feet before such traffic access limitation. Road, street and private lane signs required by this article shall be installed prior to final acceptance of road improvements by the Fire Code Official.

Q104.2 Addresses for buildings. (FIRE 011). All buildings shall be issued an address in accordance with jurisdictional requirements. Each occupancy, including detached accessory dwelling units (ADU), except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers and symbols for addresses shall be a minimum of four-inch (4") height, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. Commercial Occupancy shall have a minimum of 18 inch to 24 inch sized address numbers located at the top corner of the building on approval from the fire official. The sign and numbers shall be reflective and made of a noncombustible material. Address signs shall be placed at each driveway entrance and at each driveway split. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained

thereafter. Address signs along one-way roads shall be visible from both directions of travel. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign. Where a roadway provides access solely to a single commercial occupancy, the address sign shall be placed at the nearest road intersection providing access to that site. Permanent address numbers shall be posted prior to requesting final clearance.

SECTION Q105 WATER SUPPLY

Q105.1 Water systems. (FIRE 012). The provisions of this condition shall apply when new parcels are approved by a local jurisdiction. The emergency water system shall be available on-site prior to the completion of road construction, where a community water system is approved, or prior to the completion of building construction, where an individual system is approved. Approved water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, NFPA Standard 1142 or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available.

Q105.2 (RESERVED) (FIRE 013).

Q105.3 Single parcel fire protection water supply. (FIRE 014). For development of structures totaling less than three thousand (3,000) square feet on a single parcel, the minimum fire protection water supply shall be four thousand nine hundred (4,900) gallons. For development of structures totaling three thousand (3,000) square feet or more on a single parcel, the minimum fire protection water supply shall be nine thousand eight hundred (9,800) gallons. For development of structures totaling more than ten thousand (10,000) square feet on a single parcel, the reviewing authority may require additional fire protection water supply. Other water supply alternatives, including ISO Rural Class 8 mobile water systems, may be permitted by the fire authority to provide for the same practical effect. The quantity of water required by this condition shall be in addition to the domestic demand and shall be permanently and immediately available.

Q105.4 Fire hydrants and valves. (FIRE 015). A fire hydrant or fire valve is required. The hydrant or fire valve shall be eighteen (18) inches above grade, eight feet from flammable vegetation, no closer than four feet nor further than twelve (12) feet from a roadway, and in a location where fire apparatus using it will not block the roadway. The hydrant serving any building shall be not less

than fifty (50) feet and not more than one thousand (1,000) feet by road from the building it is to serve. Minimum hydrant standards shall include a brass head and valve with at least one 2 1/2-inch National Hose outlet supplied by a minimum four inch main and riser. More restrictive hydrant requirements may be applied by the Reviewing Authority. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of three inches, located on the driveway address sign, non-combustible post or fire hydrant riser. If used, the post shall be within three feet of the hydrant/valve, with the blue marker not less than three feet or greater than five feet above the ground, visible from the driveway. On paved roads or driveways, reflectorized blue markers shall be permitted to be installed in accordance with the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

SECTION Q106 SETBACKS

Q106.1 Setbacks. (FIRE 016). Except as permitted by the fire code official, all parcels one acre and larger shall provide a minimum thirty (30) foot setback for new buildings and accessory buildings from all property lines and/or the center of the road. For parcels less than one-acre, alternate fuel modification standards or other requirements may be imposed by the Fire Code Official to provide the same practical effect.

SECTION Q107 VEGETATION AND DEBRIS DISPOSAL

Q107.1 Disposition of vegetation and debris fuels. (FIRE 017). Disposal, including chipping, burying, or removal to a landfill site approved by the local jurisdiction, of vegetation and debris caused by site development and construction, road and driveway construction, and fuel modification shall be completed prior to final clearance of the related permit.

SECTION Q108 GREENBELTS

Q108.1 Greenbelts. (FIRE 018). Subdivisions and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wild land fuels and structures. The locations shall be approved by the Fire Code Official.

SECTION Q109 DEFENSIBLE SPACE

Q109.1 Standard defensible space requirements. (FIRE 019). Defensible space requirements shall meet Section 4291 of the Public Resources Code or the Code, whichever is more restrictive. Additional or alternate fire protection approved by the Fire Code Official may be required to provide reasonable fire safety. Environmentally sensitive areas may require alternative fire protection, to be determined by the Fire Code Official and other jurisdictional authorities.

Q109.2 (RESERVED) (FIRE 020).

SECTION Q110 FIRE PROTECTION SYSTEMS

Q110.1 Residential fire sprinkler systems (Standard). (FIRE 021). The building(s) and attached structure(s) shall be fully protected with automatic fire sprinkler system(s). Installation shall be in accordance with the applicable NFPA standard. A minimum of four sets of plans for fire sprinkler systems must be submitted by a California licensed C-16 contractor and approved prior to installation. This requirement is not intended to delay issuance of a building permit. A rough sprinkler inspection must be scheduled by the installing contractor and completed prior to requesting a framing inspection.

Q110.2 (RESERVED) (FIRE 022).

Q110.3 (RESERVED) (FIRE 023).

Q110.4 Residential fire alarm systems. (FIRE 024). The residence shall be fully protected with an approved household fire warning system as defined by NFPA 72. Plans and specifications for the household fire warning system shall be submitted by a California licensed C-10 contractor and approved prior to installation. Household fire warning systems installed in lieu of single-station smoke alarms required by the California Residential Code shall meet the requirements of the California Residential Code.

Q110.5 (RESERVED) (FIRE 025).

APPENDIX R: ROOFS

SECTION R101 GENERAL

R101.1 Scope. Applications for the construction or remodel of any buildings shall be subject to the roofing conditions of this Appendix when conditioned by the Fire Code Official.

R101.2 Conflicting Sections. Where provisions in this Appendix conflict with other sections of this Code or other appendices, the provisions of this Appendix shall prevail unless otherwise directed by the Fire Code Official.

SECTION R102 NEW BUILDINGS

R102.1 General. (FIRE 026). Roofing requirements for all new buildings shall be a minimum Class "B" roof assembly as defined by the International Building Code.
EXCEPTION: Greenhouses shall be exempt from the requirements of this Section.

R102.2 Very High Hazard Severity Zones. (FIRE 027). Roofing requirements for all new buildings in Very High Hazard Severity Zones shall be a minimum Class "A" roof assembly as defined by the International Building Code.

R102.3 Reserved SBCO EXLUDED

SECTION R103 EXISTING BUILDINGS

R103.1 General. (FIRE 026). Roofing requirements for existing buildings when fifty percent (50%) or more of the roof area is reroofed within a one-year period after the issuance of a building permit shall be a minimum Class "B" roof assembly as defined by the California Building Code. Where there is no permit issued, this section is applicable to buildings constructed after the effective date of this code and to buildings where fifty percent (50%) or more of the roof area is reroofed within a one-year period after commencing construction.

R103.2 Very High Hazard Severity Zone. (FIRE 027). Roofing requirements for existing buildings within a very high hazard severity zone when fifty percent (50%) or more of the roof area is reroofed within a one-year period after the issuance of a building permit shall be a minimum Class "A" roof assembly as defined by the International Building Code. Where there is no permit issued, this Section is applicable to such buildings constructed after the effective date of this code and to buildings where fifty percent (50%) or more of the roof area is reroofed within a one-year period after commencing construction.

R103.3 RESERVED SBCO EXCLUDED

SECTION R104 ADDITIONS TO EXISTING BUILDINGS

R104.1 General. The requirements of this Appendix shall apply to all additions to existing buildings, except that only the new portions of the roof shall be required to meet the requirements of this Appendix.

ORDINANCE NO 2023-____

AN ORDINANCE OF THE CITY OF SAN JUAN BAUTISTA AMENDING SECTIONS 5-1-100 AND 5-1-105 OF CHAPTER 5-1, ARTICLE 1, OF THE SAN JUAN BAUTISTA MUNICIPAL CODE TO ADOPT 2022 EDITION OF CALIFORNIA FIRE CODE BY REFERENCE, AND APPENDICES TITLE 24, PART 9, WITH CERTAIN EXCEPTIONS, MODIFICATIONS AND ADDITIONS REQUIRED BY LOCAL CLIMATIC, GEOLOGICAL OR TOPOGRAPHICAL CONDITIONS; AND APPROVING FINDINGS TO SUPPORT LOCAL MODIFICATIONS.

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WHEREAS, pursuant to Section 18941.5 of the California Health and Safety Code, the City may adopt the provisions of the California Fire Code with certain exceptions, modifications and additions to provisions of the Code which are reasonably necessary to protect the health, welfare and safety of the citizens of San Juan Bautista because of local climatic, geological and topographical conditions; and

WHEREAS, the City Council has considered whether certain modifications to the California Fire Code standards set forth herein are necessary in the City of San Juan Bautista due to local climatic, geological or topographical conditions; and.

WHEREAS, the factual findings made are valid and relate to the amendments made to the California Fire Code in this adoption; and

WHEREAS, the City Council directed that a public hearing be held and duly noticed and published in accordance with California Government Code §50022.3, and said hearing was held on February 21, 2023, concerning the purpose of this Ordinance to adopt the 2022 California Fire Code with modifications to address unique local conditions; and

WHEREAS, this Ordinance was found to be categorically exempt from environmental review, per the provisions of Section 15061(b) (3) of the Guidelines to the California Environmental Quality Act.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA DOES HEREBY ORDAIN AS FOLLOWS:

1. Section 5-1-100 of Chapter 5-1-"Amended by reference" Amended: Section 5-1-100 of Chapter 5-1 entitled "Adoption by reference" is hereby amended to read as follows:

"5-1-100 Adoption by reference.

The California Fire Code, 2022 Edition including Appendices Title 24, Part 9, published by the California Building Standards Commission, and as modified by the amendments, additions set forth hereinafter, is adopted by reference, in accordance with the following findings, as the Fire Code of the City of San Juan Bautista.

(A) Climate. The city, on average, experiences an approximate annual rainfall of eighteen inches. The heaviest months for rainfall can be expected between January and April. During winter months, the city may experience periods of heavy rain, which can cause local flooding. Due to the proximity of the Pacific Ocean, winter storms are often accompanied by high winds, which have uprooted trees and damaged power lines. The city has also experienced periods of heavy fog, which has delayed the responding fire apparatus and prevented early discovery of structure fires. Light to gusty winds occur during dry periods which, when coupled with highly flammable vegetation, can cause uncontrollable fires. With increased development spreading into brush covered coastal hill areas, wind driven fires could have severe consequences, as have been demonstrated on several occasions throughout the state.

(B) Geologic. The city is susceptible to seismic hazards resulting from movement along any one of several known faults. The most serious direct earthquake hazard threat is from the damage or collapse of buildings and other structures due to ground movement. In addition to damage caused by earthquakes, there is the possibility of earthquake-induced fires starting because of damage to gas lines, power lines or heat-producing appliances and the unavailability to water for fire control due to broken water mains. In the event of a major earthquake many areas of the city may not be accessible to emergency equipment and, if bridges or roads are damaged, the city may be isolated from outside assistance.

(C) Topographical. The city is divided by California State Highway 156. The freeway creates barriers which obstruct traffic patterns and delay response time for fire equipment. The water supply within the city is directly affected by the topographical layout. In the event of a major catastrophe.

(D) Conclusion. Local climatic, geologic and topographical conditions impact fire suppression efforts and the frequency, spread, intensity and size of fire involving structures in this community. Further, they impact potential damage to all structures from earthquake and subsequent fire. Therefore, it is found to be necessary that the California Fire Code be amended by this chapter to mitigate the effects of these conditions.

2. Section 5-1-105 of Chapter 5-1 “Amendments – General” Amended. Section 5-1-105 of Chapter 5.1 entitled “Amendments – General” is hereby amended to read as follows:

“5-1-105 Amendments – General.

Set forth below are the amendments, additions and deletions to the California Fire Code, 2022 Edition. Article and Section numbers used herein are those of the California Fire Code.

101.1 Title. These regulations shall be known as the Fire Code for the City of San Juan Bautista, hereinafter referred to as “Fire Code.”

101.2.1 Appendices. Provisions in all appendices to the 2022 California Fire Code are hereby adopted in their entirety and shall apply.

102.1 Construction and design provisions. The construction and design provisions of this Code shall apply to:

1. Structures, facilities and conditions arising after the adoption of this Code.

2. Existing structures, facilities and conditions not legally in existence at the time of adoption of this Code.

3. Existing structures, facilities and conditions when identified in specific Sections of this Code.

4. Existing structures, facilities and conditions, which, in the opinion of the Fire Code Official, constitute a distinct hazard to life and property.

5. Existing Structures Alterations and repairs.

a. All new work performed in alterations and/or repairs to existing structures shall comply with the current provisions of this Chapter.

b. When alterations and/or repairs result in the removal, alteration, modification, replacement and/or repair of fifty percent (50%) or more of the external walls of a building, or result in the removal, modification, replacement and/or repair of fifty percent (50%) or more of the existing internal structural and/or non-structural framework, independently or in combination thereof, within a five year period, the entire building shall be made to conform to the current provisions of this Chapter.

c. Calculations of linear wall measurements shall be shown on all plans submitted for building permits, on the cover page in the project description of said plans.

d. The determination under this section of the requirement for upgrading any existing structure to full conformance with current provisions of this Chapter shall be at the sole discretion of the Fire Code Official.

103.0 Responsibility for enforcement.

103.0.1 Within established fire protection districts and community services districts, responsibility for enforcement of this Code shall be under the direction of the Fire Chief within each district.

103.0.2 In areas of San Juan Bautista responsibility for enforcement of this Code shall be under the direction of the Fire Chief..

104.1.1 Police powers. The fire code official and his deputies shall have the powers of police officers in performing their duties under this Code. When requested to do so by the fire code official, the chief of police of the jurisdiction is authorized to assign such available police officers as necessary to assist the fire code official in enforcing the provisions of this Code.

105.5.0 Agricultural Explosive Devices. An operational permit is required for storage or use of any agricultural explosive device including “bird bombs”.

112.2 Owner/occupant responsibility. Correction and abatement of violations of this Code shall be the responsibility of the owner. If an occupant creates, or allows to be created, hazardous conditions in violation of this Code, the occupant shall be held responsible for the correction and abatement of such hazardous conditions.

112.4 Violation penalties. Persons who shall violate any provision of this Code or shall fail to comply with any of the requirements thereof or shall erect, install, alter, repair or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this Code, shall be guilty of an infraction, punishable by a fine in conformance with the County Fire Department.

113.4 Failure to comply. Any person who shall continue any work after having been served with a stop work order, except such work as that person is directed to perform to remove a violation or unsafe condition, shall be guilty of an infraction as specified in Section 112.4 of this Code.

202 Definitions

ALL WEATHER SURFACE. A hard paved road surface constructed to the minimum standards adopted by the jurisdiction.

BRIDGE. A structure to carry a roadway over a depression or obstacle.

IDLE PALLET. A pallet or similar product storage and/or lifting device not currently in use and empty of product.

503.2.6.1 Private bridge engineering. Every private bridge hereafter constructed shall meet the following engineering requirements:

1. The weight shall be designed for a minimum of HS-20 loading as prescribed by the AASHTO.

2. The unobstructed vertical clearance shall be not less than fifteen (15) feet clear.

3. The width shall be a minimum of twenty (20) feet clear. The Fire Code Official may require additional width when the traffic flow may be restricted or reduce the width to a minimum of twelve (12) feet for Occupancy Group U or R-3 occupancies.

4. The maximum grade change of the approach to and from any private bridge shall not exceed eight percent for a minimum distance of ten (10) feet.

503.2.6.2 Private bridge certification. Every private bridge hereafter constructed shall be engineered by a licensed professional engineer knowledgeable and experienced in the engineering and design of bridges. Certification that the bridge complies with the design

standards required by this Code and the identified standards, and that the bridge was constructed to those standards, shall be provided by the licensed engineer, in writing, to the Fire Code Official. Every private bridge, including existing and those constructed under this Code, shall be certified as to its maximum load limits every ten (10) years or whenever deemed necessary by the fire code official. Such recertification shall be by a licensed professional engineer knowledgeable and experienced in the engineering and design of bridges. All fees charged for the purpose of certification or recertification of private bridges shall be at the owner's expense.

503.2.7 Grade. The grade of fire apparatus access roads shall be no greater than fifteen (15) percent unless specifically approved by the Fire Code Official.

503.2.7.1 Paving. All fire apparatus access roads over eight (8) percent shall be paved with a minimum 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base. All fire apparatus access roads over fifteen (15) percent where approved shall be paved with perpendicularly grooved concrete.

503.7 Fire apparatus access road names. All fire apparatus access road names shall be issued or approved by the appropriate governmental agency.

506.1 Required. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box or other approved emergency access device to be installed in an approved location. The key box or other approved emergency access device shall be of an approved type and shall contain keys or other information to gain necessary access as required by the fire code official. Where a key box is used, it shall be listed in accordance with UL 1037. This jurisdiction utilizes the KNOX Box Security Systems.

507.5.2 Inspection, testing and maintenance. Fire hydrant systems shall be subject to periodic tests as required by the Fire Code Official. Fire hydrant systems shall be maintained in an operative condition at all times and shall be repaired where defective. Additions, repairs, alterations and servicing shall comply with approved standards. When required by the Fire Code Official, hydrants shall be painted in accordance with the most current edition of NFPA 291.

605.3.1 Spark arresters.

605.3.1.1 An approved spark arrester shall be installed on all chimneys, incinerators, smokestacks or similar devices using solid fuel for conveying smoke or hot gases to the outer air.

605.3.1.2 Spark arresters shall have openings in accordance with Section 2113.9.2(3) of the California Building Code and Section 1003.9.2 of the California Residential Code with minimum openings of 3/8" and maximum openings of ½".

901.1.1 Responsibility. The owner of the protected premises shall be responsible for all fire protection systems within the protected premises, whether existing or installed under this code.

901.2.2 Additional documentation. Additional documentation as required by the Fire Code Official shall be provided to the Fire Code Official in an acceptable format.

901.4 Installation. Fire protection systems shall be maintained in accordance with the original installation standards for that system. All systems shall be extended, altered, or augmented as necessary to maintain and continue protection whenever the building is altered, remodeled or added to. Alterations to fire protection systems shall be done in accordance with applicable standards.

901.4.8 Nonoperational equipment. Any fire protection equipment that is no longer in service shall be removed.

901.6.4 Qualifications of Inspection, Testing and Maintenance Personnel. All personnel performing any inspection, testing or maintenance of any fire protection system shall be qualified. Where such inspection, testing and maintenance is performed by an outside service company, the company shall be appropriately licensed by the California Contractors State License Board in accordance with the California Business & Professions Code or by the California State Fire Marshal.

901.6.5 Additional records. All documentation generated during any scheduled inspection or test of any fire protection system, whether required or voluntarily installed, shall be forwarded to the Fire Code Official within fifteen (15) calendar days after the date of the inspection or test.

901.11 Fire Protection Features for Plant Processing and Extraction Facilities

901.11.1 Scope. This section applies to occupancies regulated by Chapter 39 of this Code.

901.11.2 Definitions.

901.11.2.1 Plant processing. Plant processing shall include all plant post-harvest operations, excluding retail sales of plant and related products.

901.11.2.2 Indoor cultivation. Indoor cultivation shall be defined as all nursery or cultivation conducted in other than Group U occupancies (greenhouses).

901.11.3 Fire Protection Systems. All buildings or portions thereof housing plant post-harvest or indoor cultivation operations shall be protected as defined in this section.

901.11.3.1 Fire Sprinklers. Fire sprinklers shall be installed in accordance with 901.11.3.1.1, 901.11.3.1.2, or 901.11.3.1.3

901.11.3.1.1 Fire sprinklers shall be installed in all buildings or portions thereof; such fire sprinkler systems shall be designed to Ordinary Group II design standards in the latest adopted edition of NFPA 13 and Section 903 of this code.

901.11.3.1.2 If the occupancy is classified as a Group H Occupancy the fire sprinkler system may be required to be designed and installed as an Extra Hazard fire sprinkler system

901.11.3.1.3 Where permitted by the fire code official and not otherwise required by this code or the CBC, fire sprinklers may be eliminated in approved buildings less than 500 square feet.

901.11.3.2 Fire Alarm Systems. Fire alarm systems shall be installed in all buildings or portions thereof; such fire alarm systems shall include both fire sprinkler system monitoring and complete occupant notification as specified in the latest adopted edition of NFPA 72 and Section 907 of this code.

901.11.3.3 Special Hazard Systems. Where specified by appropriate UL listings for extraction booths utilizing volatile solvents, dry chemical fire protection systems shall be installed according to the latest adopted edition of NFPA 17. If there is no UL listing for the extraction booth, a dry chemical fire protection system shall be installed.

901.11.3.4 Portable Fire Extinguishers. Portable fire extinguishers shall be installed in accordance with NFPA 10 and Section 906 of this code.

903.2 Where required. Approved automatic sprinkler systems shall be provided in all new buildings and structures constructed, moved into or relocated within the jurisdiction.
Exceptions:
(1) Structures not classified as Group R occupancies and not more than five hundred (500) square feet in total floor area.
(2) Detached agricultural buildings, as defined by this code and the CBC, located at least one hundred feet (100) from any other structure or the property line, whichever is closer.
(3) Accessory structures not classified as R occupancies associated with existing non-sprinklered R-3 occupancies (one- or two-family dwellings) and less than one thousand five hundred (1500) square feet in total fire area.
(4) Where an insufficient water supply exists to provide for an automatic fire sprinkler system and where the Fire Code Official permits alternate protection.

The following Sections are amended by changing requirements to five hundred (500) square feet for fire sprinkler installation, as follows (the complete text of the section is not provided):
903.2.1.1 Group A-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.1.2 Group A-2. Change five thousand (5,000) square feet to five hundred (500) square feet.

903.2.1.3 Group A-3. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.1.4 Group A-4. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.1.5 Group A-5. Change one thousand (1,000) square feet to five hundred (500) square feet.

903.2.3 Group E. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.4 Group F-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.4.1 Group F-1. Change two thousand five hundred (2,500) square feet for woodworking operations to five hundred (500) square feet.

903.2.7-1 Group M. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.7-3 Group M. Change twenty-four thousand (24,000) square feet to five hundred (500) square feet.

903.2.9 Group S-1. Change twelve thousand (12,000) square feet to five hundred (500) square feet.

903.2.9.1 Repair Garages. Change ten thousand (10,000) square feet (2 story buildings) and twelve thousand (12,000) square feet (1 story buildings) to five hundred (500) square feet.

903.2.9.2 Bulk storage of tires. Change twenty thousand (20,000) cubic feet to five hundred (500) square feet.

903.2.8 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided in all buildings with a Group R fire area, including, but not limited to, one- and two-family dwellings, townhomes, and manufactured homes and mobile homes located outside of licensed mobile home parks hereafter constructed, moved into or relocated within the jurisdiction, including all additions to buildings already equipped with automatic fire sprinkler systems.

(Exceptions remain per 2022 California Fire Code)

903.3.1.1.1 -7 Passenger elevator shafts or associated passenger elevator mechanical rooms, where elevator shafts are constructed with a 2–hour fire resistive method.

Section 903.3.1.1.2 of the California Fire Code is deleted.

903.3.1.2 NFPA 13R sprinkler systems. Automatic sprinkler systems in Group R occupancies up to and including four stories in height shall be permitted to be installed throughout in accordance with NFPA 13R as amended in Chapter 47 of this Code.

903.3.1.2.1 Balconies and decks. Sprinkler protection shall be provided for exterior balconies, decks and ground floor patios of dwelling units were the building is of Type V construction, provided there is a roof or deck above. Sidewall sprinklers that are used to protect such areas shall be permitted to be located such that their deflectors are within 1 inch to 6 inches below the

structural members and a maximum distance of fourteen (14) inches below the deck of the exterior balconies and decks that are constructed of open wood joist construction.

903.3.1.2.3 Attics. Where NFPA 13R sprinkler systems are installed, all attic areas shall be provided with sprinkler protection in accordance with NFPA 13.

903.3.1.2.4 Sprinkler control valves. Where NFPA 13R sprinkler systems are installed, sprinkler system control valves shall be installed in accordance with NFPA 13.

903.3.1.2.5 Bathrooms. Automatic sprinklers shall be installed in all bathrooms, regardless of square footage, where an electrical receptacle is installed.

903.3.1.2.6 Accessible storage areas. Automatic sprinklers shall be installed in all accessible storage areas.
903.3.1.2.7 Under-stair spaces. Automatic sprinklers shall be installed in all under-stair spaces including all under-stair closets.

903.3.1.3 NFPA 13D sprinkler systems. Automatic fire sprinkler systems installed in one and two-family dwellings, Group R-3 and R-4 congregate living facilities and townhouses shall be permitted to be installed throughout in accordance with NFPA 13D. The requirements of this section supersede the requirements of the California Residential Code.

903.3.1.3.1 All fire sprinkler systems installed in one- and two-family dwellings shall be tested for leakage by undergoing a hydrostatic test made at 200 psi for two-hour duration.

903.3.1.3.2 Each water system supplying both domestic and fire protection systems shall have a single indicating-type control valve, arranged to shut off both the domestic and sprinkler systems. A separate shut-off valve for the domestic system only shall be permitted to be installed. The location of the control valve shall be approved by the Fire Code Official.

903.3.1.3.3 Automatic sprinklers shall be installed in all bathrooms, regardless of square footage, where an electrical receptacle is installed.

903.3.1.3.4 Automatic sprinklers shall be installed in all attached garages and other accessory structures.

903.3.1.3.5 Automatic sprinklers shall be installed in all accessible storage areas.

903.3.1.3.5.1 Automatic sprinklers shall be installed in all under-stair spaces including all closets.

903.3.1.3.6 Local water flow alarms shall be provided on all sprinkler systems. Local water flow alarms shall be powered from the main kitchen refrigerator circuit. The local water flow alarm shall be clearly audible from within the master bedroom at an audibility level of not less than 75 dBa. Where no kitchen exists in the building, the water flow alarm shall be powered from the bathroom lighting circuit. As required by the fire code official, interior audible notification

appliances or additional water flow alarms are required to be installed at locations specified by the fire code official.

903.3.1.3.7 Automatic fire sprinklers shall be installed to protect all furnaces and heating system appliances.

903.3.1.3.8 A passive purge shall be installed in the master bathroom if served by a public water system per local water purveyor. A placard must be posted adjacent to the fire sprinkler riser.

903.4.1 Monitoring. Alarm, supervisory and trouble signals shall be distinctly different and shall be automatically transmitted to an approved central station, remote supervising station or proprietary supervising station as defined in NFPA 72, or, when approved by the Fire Code Official, shall sound an audible signal at a constantly attended location. The fire alarm system installed to transmit such signals shall be considered a building fire alarm system.
(Exceptions remain unchanged)

903.4.2 Alarms. One exterior approved audible appliance shall be connected to every automatic sprinkler system in an approved location. Sprinkler water-flow alarm devices shall be activated by water flow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Where a building fire alarm system is installed, actuation of the automatic sprinkler system shall actuate the building fire alarm system. Interior alarm notification appliances shall be installed as required by Section 903.4.2.1.

903.4.2.1 Where an automatic fire sprinkler system is installed in a building with more than one tenant or with over one hundred (100) sprinkler heads, audible and visible notification appliances shall be installed throughout the building as follows:

a. Audible notification appliances shall be installed so as to be audible at fifteen (15) dBa above average sound pressure level throughout the building.

b. Visible notification appliances shall be installed in all public and common use areas, restrooms and corridors in accordance with the spacing requirements of NFPA 72.

c. Visible notification appliances can be eliminated in normally unoccupied portions of buildings where permitted by the Fire Code Official.

EXCEPTION: The requirements of this section do not apply to Group R-3 Occupancies.

903.4.3 Floor control valves. Approved indicating control valves and water flow switches shall be provided at the point of connection to the riser on each floor in all buildings over one story in height and shall be individually annunciated as approved by the Fire Code Official.

904.13.2 System interconnection. The actuation of the fire extinguishing system shall automatically shut down all fuel and electrical power located under the hood, except for the electrical power to the exhaust air supply. The fuel and electrical supply reset shall be manual.

904.13.5.2 Extinguishing system service. Automatic fire extinguishing systems shall be serviced by a CSLB licensed C-16 contractor or a CSFM licensed "A" licensee at least every six months and after any activation of the system. Inspection shall be performed by the owner at least monthly in accordance with the currently adopted edition of NFPA 17-A. The service contractor shall review the records of monthly inspections every six months, and deficiencies shall be reported to the fire code official. A service report shall be forwarded to the fire code official by the licensed service contractor within 15 days after every service on the appropriate AES form.

907.1.6 Multiple Fire Alarm Systems. Multiple fire alarm systems within a single protected premise are not permitted, unless specifically authorized by the Fire Code Official.

907.2 Exception 1. The manual fire alarm box is not required for fire alarm control units dedicated to elevator recall control.

907.6.5 Access. Access shall be provided to each fire alarm system component for periodic inspection, maintenance and testing.

907.6.6.5 Zone transmittal. Where required by the fire code official, fire alarm signals shall be transmitted by zone to the supervising station and retransmitted by zone to the public fire service communications center.

907.6.6 Monitoring. Fire alarm systems, whether required by this Chapter or the California Building Code or voluntarily installed, shall be monitored by an approved supervising station in accordance with NFPA 72 and this Section.

907.6.6.6 Means of communication. The use of either POTS or cable telephone lines with a digital alarm communicator transmitter shall not be permitted.

EXCEPTION. Where no other communications methods are available, the use of telephone lines shall be permitted to be used on a temporary basis not to exceed one year from the date of final acceptance test or until permitted alternate means of communications are available.

907.7.2 Completion documents. The following documentation shall be provided at the time of acceptance testing for all fire alarm system installations:

1. A record of completion in accordance with NFPA 72.
2. A contractor's statement verifying that the system has been installed in accordance with the approved plans and specifications and has been 100% tested in accordance with NFPA 72.
3. A contractor's affidavit of personnel qualifications, indicating that all personnel involved with the installation of the fire alarm system meet the qualification requirements of the Fire Code Official.

1205.1.1 Signing and Marking. In addition to signing and marking requirements of the California Building Code and the California Residential Code, the following signing and marking is required:

1205.1.1.1 Main Panel Exterior Marking. A placard is required to be permanently affixed to the main service disconnect panel. The placard shall be red in color with white capital letters at least 1/2” in height and in a non-serif font, to read “SOLAR DISCONNECT INSIDE PANEL.” The placard shall be constructed of weather-resistant, durable plastic with engraved letters, or other approved material.

1205.1.1.2 Circuit Disconnecting Means Marking. A permanent label is to be affixed adjacent to the circuit breaker controlling the inverter or other photovoltaic system electrical controller. The label shall have contrasting color capital letters at least 3/8” in height and in a non—serif font, to read “SOLAR DISCONNECT.” The label shall be constructed of durable adhesive material or other approved material.

1205.1.1.3 Secondary Power Sources. Where photovoltaic systems are interconnected to battery systems, generator backup systems, or other secondary power systems, additional signage acceptable to the fire code official shall be required indicating the location of the secondary power source shutoff switch.

1205.1.1.4 Installer Information. Signage acceptable to the fire code official indicating the name and emergency telephone number of the installing contractor shall be required to be installed adjacent to the main disconnect.

Section 1205.2.1, Exceptions 1 and 2 of the California Fire Code are deleted in their entirety.

1205.2.1.4 Hip and Valley Layout. Hip and Valley Layouts. Modules shall be located no closer than one and one-half feet (1-1/2’) to a hip or valley if modules are to be placed on both sides of a hip or valley. Where modules are located on only one side of a hip or valley that is of equal length, the modules shall be permitted to be placed directly adjacent to the hip or valley.

1206.15 Signage acceptable to the fire code official shall be required indicating the location of the stationary fuel cell power system.

3905.3. Fire Protection Systems. Fire protection systems in occupancies regulated by this chapter shall be in accordance with Section 901.11 of this Code.

D103.2 Grade. Fire apparatus access roads shall not exceed fifteen (15) percent in grade with a maximum side slope of five (5) percent.

EXCEPTION: Grades steeper than fifteen (15) percent, if approved by the Fire Code Official, shall be paved with perpendicularly grooved concrete.

APPENDIX Q: STANDARD FIRE CONDITIONS FOR SINGLE FAMILY DWELLINGS

SECTION Q101 GENERAL

Q101.1 Scope. Applications for the construction or remodel of single family dwellings, including one- and two-family dwellings, townhomes, modular and manufactured homes, and

mobile homes outside of established mobile home parks, shall be subject to the fire conditions in this appendix when conditioned by the Fire Code Official.

Q101.2 Conflicting sections. Where provisions in this appendix conflict with other sections of this Code or other appendices, the provisions of this appendix shall prevail unless otherwise directed by the Fire Code Official.

SECTION Q102 ROADS

Q102.1 General. These conditions will be used primarily when conditioning a subdivision or other project that requires roads. Roads identified in this Section are vehicular access to more than two (2) parcels; more than four (4) residential units; or access to any industrial or commercial occupancy. Includes public and private streets and lanes.

Q102.2 Road access. (FIRE 001). Access roads shall be required for every building when any portion of the exterior wall of the first story is located more than one hundred fifty (150) feet from fire department access. All roads shall be constructed to provide a minimum of two (2) ten (10) feet wide traffic lanes with an unobstructed vertical clearance of not less than fifteen (15) feet. The roadway surface shall provide unobstructed access to conventional drive vehicles including sedans and fire apparatus and shall be an all-weather surface designed to support the imposed load of fire apparatus (75,000 pounds). Each road shall have an approved name.

Q102.3 Roadway engineering. (FIRE 002). The grade for all roads shall not exceed fifteen percent (15%) with a maximum side slope of five percent (5%). Where road grades are 8 percent (8%) or less, an all-weather aggregate base is required at a minimum or as required in other sections of the City of San Juan Bautista Code. Where road grades exceed eight percent (8%), a minimum structural roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The length of vertical curves in roadways, exclusive of gutters, ditches and drainage structures designed to hold or divert water, shall not be less than one hundred (100) feet. No roadway turn shall have a horizontal inside radius of less than fifty (50) feet. A roadway turn radius of fifty (50) to one hundred (100) feet is required to have an additional four (4) feet of roadway surface. A roadway turn radius of one hundred (100) to two hundred (200) feet is required to have an additional two (2) feet of roadway surface. Roadway turnarounds shall be required on dead-end roads in excess of one hundred fifty (150) feet of surface length. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the “T” shall be a minimum of sixty (60) feet in length.

Q102.4 Dead end roads.

Q102.4.1 Parcels less than one acre. (FIRE 003). For parcels less than one acre, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed eight hundred (800) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The

minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q102.4.2 Parcels greater than one acre and not exceeding five acres (FIRE 004). For parcels greater than one acre and not exceeding five acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed one thousand three hundred twenty (1,320) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have a turnaround constructed at its terminus. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length

Q102.4.3 Parcels greater than five acres and not exceeding twenty (20) acres. (FIRE 005). For parcels greater than five acres and not exceeding twenty (20) acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed two thousand six hundred forty (2,640) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than one thousand three hundred twenty (1,320) foot intervals. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q102.4.4 Parcels greater than twenty (20) acres. (FIRE 006). For parcels greater than twenty (20) acres, the maximum length of a dead-end road, including all dead-end roads accessed from that dead-end road, shall not exceed five thousand two hundred eighty (5,280) feet. All dead-end road lengths shall be measured from the edge of the roadway surface at the intersection that begins the road to the end of the road surface at its furthest point. Where a dead-end road serves parcels of differing sizes, the shortest allowable length shall apply. Each dead-end road shall have turnarounds at its terminus and at no greater than one thousand three hundred twenty (1,320)-foot intervals. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the road. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

SECTION Q103 DRIVEWAYS, GATES, AND BRIDGES

Q103.1 Driveways. (FIRE 007). Driveway identified in this Section is defined as a vehicle access that serves up to two (2) parcels with no more than two (2) residential units and any number on non-commercial or industrial buildings on each parcel. Driveways shall not be less than twelve (12) feet wide traffic lane and minimum fourteen (14) feet wide unobstructed clearance, with an unobstructed vertical clearance of not less than fifteen (15) feet. The grade for all driveways shall not exceed fifteen percent (15%) with a maximum side slope of five percent (5%). Where driveway grades are eight percent (8%) or less, an all-weather surface such as an aggregate base shall meet minimum fire requirements. Other types of material for driveways may be required by the Code. Where the grade exceeds eight percent (8%), a minimum structural

roadway surface of 0.17 feet of asphaltic concrete on 0.34 feet of aggregate base shall be required. The driveway surface shall be capable of supporting the imposed load of fire apparatus forty thousand (40,000) pounds, and be accessible by conventional-drive vehicles, including sedans. For driveways with turns ninety (90) degrees and less, the minimum horizontal inside radius of curvature shall be twenty-five (25) feet. For driveways with turns greater than ninety (90) degrees, the minimum horizontal inside radius curvature shall be twenty-eight (28) feet. For all driveway turns, an additional surface of four (4) feet shall be added. All driveways exceeding one hundred fifty (150) feet in length, but less than eight hundred (800) feet in length, shall provide a turnout near the midpoint of the driveway. Where the driveway exceeds eight hundred (800) feet, turnouts shall be provided at no greater than four hundred (400)-foot intervals. Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum of twenty (25) foot taper at both ends. Turnarounds shall be required on driveways in excess of one hundred fifty (150) feet of surface length and shall be thirty (30) feet long with a minimum twenty-five (25) foot taper at both ends. Turnarounds shall be required on driveways in excess of one hundred fifty (150) feet of surface length and shall be located within fifty (50) feet of the primary building. The minimum turning radius for a turnaround shall be forty (40) feet from the center line of the driveway. If a hammerhead/T is used, the top of the "T" shall be a minimum of sixty (60) feet in length.

Q103.2 Gates. (FIRE 008). All gates providing access from a road to a driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. Gate entrances shall be at least two (2) feet wider than the width of the traffic lane but in no case be less than fourteen (14) feet wide unobstructed and unobstructed vertical clearance of fifteen (15) feet. Where a one-way road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used. Where gates are to be locked, the installation of a key box or other acceptable means for immediate access by emergency equipment may be required.

Q103.3 Bridges. (FIRE 009). All new and reconstructed bridges shall be at least the width of the roadbed and berms, but in no case less than twelve (12) feet wide. Bridge width on all roads exceeding tertiary standards shall not be less than the width of the two lanes with berms. All bridges shall be designed for HS15-44 loading and have guardrails. Appropriate signage, including but not limited to, weight ratings or vertical clearance limitations, and one-way road or single-lane road conditions, shall be provided at both entrances to any bridge. One-lane bridges may be permitted if there is unobstructed visibility across the entire bridge, and turnouts are provided at both bridge ends. The fire authority may impose more stringent requirements for bridges.

SECTION Q104 SIGNS AND ADDRESSES

Q104.1 Road signs. (FIRE 010). All newly constructed or approved roads and streets shall be designated by names or numbers, posted on signs clearly visible and legible from the roadway. Size of letters, numbers and symbols for street and road signs shall be a minimum four-inch letter height, ½-inch stroke, and shall be a color that is reflective and clearly contrasts with the background color of the sign. All numerals shall be Arabic. Street and road signs shall be non-combustible and shall be visible and legible from both directions of vehicle travel for a distance

of at least one hundred (100) feet. Height, visibility, legibility, and orientation of street and road signs shall be meet the provisions of the jurisdiction. This section does not require any entity to rename or renumber existing roads or streets, nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering. Signs required under this section identifying intersecting roads, streets and private lanes shall be placed at the intersection of those roads, streets and/or private lanes. Signs identifying traffic access or flow limitations (i.e., weight or vertical clearance limitations, dead-end road, one-way road or single lane conditions, etc.) shall be placed: (a) at the intersection preceding the traffic access limitation; and (b) not more than one hundred (100) feet before such traffic access limitation. Road, street and private lane signs required by this article shall be installed prior to final acceptance of road improvements by the Fire Code Official.

Q104.2 Addresses for buildings. (FIRE 011). All buildings shall be issued an address in accordance with jurisdictional requirements. Each occupancy, including detached accessory dwelling units (ADU), except accessory buildings, shall have its own permanently posted address. When multiple occupancies exist within a single building, each individual occupancy shall be separately identified by its own address. Letters, numbers and symbols for addresses shall be a minimum of four-inch (4") height, 1/2-inch stroke, contrasting with the background color of the sign, and shall be Arabic. Commercial Occupancy shall have a minimum of 18 inch to 24 inch sized address numbers located at the top corner of the building on approval from the fire official. The sign and numbers shall be reflective and made of a noncombustible material. Address signs shall be placed at each driveway entrance and at each driveway split. Address signs shall be and visible from both directions of travel along the road. In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter. Address signs along one-way roads shall be visible from both directions of travel. Where multiple addresses are required at a single driveway, they shall be mounted on a single sign. Where a roadway provides access solely to a single commercial occupancy, the address sign shall be placed at the nearest road intersection providing access to that site. Permanent address numbers shall be posted prior to requesting final clearance.

SECTION Q105 WATER SUPPLY

Q105.1 Water systems. (FIRE 012). The provisions of this condition shall apply when new parcels are approved by a local jurisdiction. The emergency water system shall be available on-site prior to the completion of road construction, where a community water system is approved, or prior to the completion of building construction, where an individual system is approved. Approved water systems shall be installed and made serviceable prior to the time of construction. Water systems constructed, extended or modified to serve a new development, a change of use, or an intensification of use, shall be designed to meet, in addition to average daily demand, NFPA Standard 1142 or other adopted standards. The quantity of water required pursuant to this chapter shall be in addition to the domestic demand and shall be permanently and immediately available.

Q105.2 (RESERVED) (FIRE 013).

Q105.3 Single parcel fire protection water supply. (FIRE 014). For development of structures totaling less than three thousand (3,000) square feet on a single parcel, the minimum fire protection water supply shall be four thousand nine hundred (4,900) gallons. For development of structures totaling three thousand (3,000) square feet or more on a single parcel, the minimum fire protection water supply shall be nine thousand eight hundred (9,800) gallons. For development of structures totaling more than ten thousand (10,000) square feet on a single parcel, the reviewing authority may require additional fire protection water supply. Other water supply alternatives, including ISO Rural Class 8 mobile water systems, may be permitted by the fire authority to provide for the same practical effect. The quantity of water required by this condition shall be in addition to the domestic demand and shall be permanently and immediately available.

Q105.4 Fire hydrants and valves. (FIRE 015). A fire hydrant or fire valve is required. The hydrant or fire valve shall be eighteen (18) inches above grade, eight feet from flammable vegetation, no closer than four feet nor further than twelve (12) feet from a roadway, and in a location where fire apparatus using it will not block the roadway. The hydrant serving any building shall be not less than fifty (50) feet and not more than one thousand (1,000) feet by road from the building it is to serve. Minimum hydrant standards shall include a brass head and valve with at least one 2 1/2-inch National Hose outlet supplied by a minimum four inch main and riser. More restrictive hydrant requirements may be applied by the Reviewing Authority. Each hydrant/valve shall be identified with a reflectorized blue marker, with minimum dimensions of three inches, located on the driveway address sign, non-combustible post or fire hydrant riser. If used, the post shall be within three feet of the hydrant/valve, with the blue marker not less than three feet or greater than five feet above the ground, visible from the driveway. On paved roads or driveways, reflectorized blue markers shall be permitted to be installed in accordance with the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

SECTION Q106 SETBACKS

Q106.1 Setbacks. (FIRE 016). Except as permitted by the fire code official, all parcels one acre and larger shall provide a minimum thirty (30) foot setback for new buildings and accessory buildings from all property lines and/or the center of the road. For parcels less than one-acre, alternate fuel modification standards or other requirements may be imposed by the Fire Code Official to provide the same practical effect.

SECTION Q107 VEGETATION AND DEBRIS DISPOSAL

Q107.1 Disposition of vegetation and debris fuels. (FIRE 017). Disposal, including chipping, burying, or removal to a landfill site approved by the local jurisdiction, of vegetation and debris caused by site development and construction, road and driveway construction, and fuel modification shall be completed prior to final clearance of the related permit.

SECTION Q108 GREENBELTS

Q108.1 Greenbelts. (FIRE 018). Subdivisions and other developments, which propose greenbelts as a part of the development plan, shall locate said greenbelts strategically as a separation between wild land fuels and structures. The locations shall be approved by the Fire Code Official.

SECTION Q109 DEFENSIBLE SPACE

Q109.1 Standard defensible space requirements. (FIRE 019). Defensible space requirements shall meet Section 4291 of the Public Resources Code or the Code, whichever is more restrictive. Additional or alternate fire protection approved by the Fire Code Official may be required to provide reasonable fire safety. Environmentally sensitive areas may require alternative fire protection, to be determined by the Fire Code Official and other jurisdictional authorities.

Q109.2 (RESERVED) (FIRE 020).

SECTION Q110 FIRE PROTECTION SYSTEMS

Q110.1 Residential fire sprinkler systems (Standard). (FIRE 021). The building(s) and attached structure(s) shall be fully protected with automatic fire sprinkler system(s). Installation shall be in accordance with the applicable NFPA standard. A minimum of four sets of plans for fire sprinkler systems must be submitted by a California licensed C-16 contractor and approved prior to installation. This requirement is not intended to delay issuance of a building permit. A rough sprinkler inspection must be scheduled by the installing contractor and completed prior to requesting a framing inspection.

Q110.2 (RESERVED) (FIRE 022).

Q110.3 (RESERVED) (FIRE 023).

Q110.4 Residential fire alarm systems. (FIRE 024). The residence shall be fully protected with an approved household fire warning system as defined by NFPA 72. Plans and specifications for the household fire warning system shall be submitted by a California licensed C-10 contractor and approved prior to installation. Household fire warning systems installed in lieu of single-station smoke alarms required by the California Residential Code shall meet the requirements of the California Residential Code.

Q110.5 (RESERVED) (FIRE 025).

APPENDIX R: ROOFS

SECTION R101 GENERAL

R101.1 Scope. Applications for the construction or remodel of any buildings shall be subject to the roofing conditions of this Appendix when conditioned by the Fire Code Official.

R101.2 Conflicting Sections. Where provisions in this Appendix conflict with other sections of this Code or other appendices, the provisions of this Appendix shall prevail unless otherwise directed by the Fire Code Official.

SECTION R102 NEW BUILDINGS

R102.1 General. (FIRE 026). Roofing requirements for all new buildings shall be a minimum Class "B" roof assembly as defined by the International Building Code.
EXCEPTION: Greenhouses shall be exempt from the requirements of this Section.

R102.2 Very High Hazard Severity Zones. (FIRE 027). Roofing requirements for all new buildings in Very High Hazard Severity Zones shall be a minimum Class "A" roof assembly as defined by the International Building Code.

R102.3 Reserved SBCO EXLUDED

SECTION R103 EXISTING BUILDINGS

R103.1 General. (FIRE 026). Roofing requirements for existing buildings when fifty percent (50%) or more of the roof area is reroofed within a one-year period after the issuance of a building permit shall be a minimum Class "B" roof assembly as defined by the California Building Code. Where there is no permit issued, this section is applicable to buildings constructed after the effective date of this code and to buildings where fifty percent (50%) or more of the roof area is reroofed within a one-year period after commencing construction.

R103.2 Very High Hazard Severity Zone. (FIRE 027). Roofing requirements for existing buildings within a very high hazard severity zone when fifty percent (50%) or more of the roof area is reroofed within a one-year period after the issuance of a building permit shall be a minimum Class "A" roof assembly as defined by the International Building Code. Where there is no permit issued, this Section is applicable to such buildings constructed after the effective date of this code and to buildings where fifty percent (50%) or more of the roof area is reroofed within a one-year period after commencing construction.

R103.3 RESERVED SBCO EXCLUDED

SECTION R104 ADDITIONS TO EXISTING BUILDINGS

R104.1 General. The requirements of this Appendix shall apply to all additions to existing buildings, except that only the new portions of the roof shall be required to meet the requirements of this Appendix."

3. Findings Adopted: The City Council hereby adopts the factual findings set forth in Section 5-1-100 of Chapter 5-1 of the San Juan Bautista Municipal Code, relating to the amendments made to the California Fire Code

4. Savings Clause: Repeal of any provision of the San Juan Bautista Municipal Code or any other city ordinance herein will not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before, this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

5. Severability: If any provision, section, paragraph, sentence or word of this Ordinance, or the application thereof to any person, property or circumstance is rendered or declared invalid by any court of competent jurisdiction, the remaining provisions, sections, paragraphs, sentences or words of this ordinance, and their application to other persons, property or circumstances, shall not be affected thereby and shall remain in full force and effect and, to that end, the provisions of this Ordinance are severable.

6. Interpretation: The provisions of this ordinance are enacted for the public health, safety and welfare and are to be liberally construed to obtain the beneficial purposes thereof. In the event of any conflict between this ordinance and any law, rule or regulation of the State of California, that requirement which established the higher standard of safety shall govern. Failure to comply with such standard of safety shall be a violation of the Municipal Code. Any provision of the Municipal Code or appendices thereto inconsistent with the provisions of this ordinance, to the extent of such inconsistency and no further, is hereby repealed or modified to the extent necessary to affect the provisions of this ordinance.

7. Filing of Findings: The City Clerk is hereby directed to file a copy of this ordinance with the California Building Standards Commission of the State of California.

8. Notice: The City Council hereby determines that the form of the Notice of the public hearing held on February 21, 2023, which was published on February 10, 2023, and February 17, 2023, is sufficient to give notice to interested persons of the purpose of the ordinance and the subject matter thereof.

9. Liability: The provisions of this ordinance shall not be construed as imposing upon the City of San Juan Bautista any liability or responsibility for damage to persons or property resulting from defective work, nor shall the City of San Juan Bautista, or any official, employee or agent thereof, be held as assuming any such liability or responsibility by reason of the review or inspection authorized by the provisions of this ordinance or of any permits or certificates issued under this ordinance.

10. Effective Date: This ordinance shall take effect on March 24, 2023.

11. Posting of Ordinance. Within fifteen (15) days after the passage of this ordinance,

the City Clerk shall cause it to be posted in three (3) public places designated by resolution of the City Council and a summary of the ordinance, prepared by the City Attorney, shall be published in a local newspaper used to publish official notices for the City of San Juan Bautista prior to the effective date.

The forgoing ordinance was introduced at a special meeting of the City Council of the City of San Juan Bautista duly held on _____, 2023, and was adopted at a regular meeting of the City Council duly held on _____, 2023.

PASSED AND ADOPTED on the ____ day of _____ 2023 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

APPROVED AS TO FORM:

_____
Robert Rathie, City Attorney

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

AGENDA TITLE: **AN ORDINANCE OF THE CITY OF SAN JUAN BAUTISTA AMENDING SECTION 10-1-110 OF THE SAN JUAN BAUTISTA MUNICIPAL CODE REGARDING THE ADOPTION OF THE 2022 CALIFORNIA CODES AND RELATED INTERNATIONAL CODES AND REPEALING AND REPEALING SECTION 10-1-115**

MEETING DATE: **February 21, 2023**

SUBMITTED BY: **Minerva Arredondo**

DEPARTMENT HEAD: **Brian Foucht, Community Development Director**

RECOMMENDED ACTION:

Staff recommends that the City Council Read by Title Only, Waive Full Reading, and ADOPT an Ordinance of the City Council of the City of San Juan Bautista amending Section 10-1-110 of the San Juan Bautista Municipal Code and Repealing Section 10-1-115

BACKGROUND INFORMATION:

The California Building Standards – comprising codes regulating fire electrical, plumbing, and mechanical conditions – are revised on a multi-year cycle. In January 2022, the State adopted and approved the 2022 Edition of the Building Standards Codes, also know as the California Codes. These Codes were published July 1, 2022 and will become effective January 1, 2023 (and are known as the 2022 Edition of the California Codes. All local jurisdictions in California are mandated to begin enforcement of these new codes and standards by January 1, 2023

Section 10-1-115 UBC Chapter 70 appendix should be repealed. The UBC, published by ICBO, was replaced in 2000 by the new International Building Codes. The International Code Council was a merger of three predecessor organization which published three different building codes. ICBO, BOCA and SBCCI. The International Code Council publishes the International Building Codes, which became the code the California Building Standards Commission has modeled the California Building Codes.

DISCUSSION:

The model codes are updated every three years. This allows for the codes to improve and adjust to the newest materials, methods of construction and technological advances in the industry. The 2022 California Building Standards Code contains twelve parts that incorporate public health, life safety and general welfare standards used in the design and construction of buildings in California.

These parts incorporate the latest national standards in the International Building Code (IBC), Residential and Fire Codes, California Green Building Code, California Energy Code, National Electrical Code, and the Uniform Mechanical and Plumbing codes.

California has adopted statewide, mandatory codes based on the ICC's Uniform codes. Local jurisdictions may only amend the California Building Code to make it more stringent because of the unique local climatic, geological, or topographical conditions. All local amendments must be filed with the California Building Standards Commission. The 2022 California Building Standards Code will become effective on January 1, 2023 and will apply to the City of San Juan Bautista building permit applications received on or after January 1, 2023. The Ordinance replaces Section 10-1-110-with the updated building standards

In general, the City should adopt the Ordinance as a local municipal code because it is more convenient for the public to access and research. If the Ordinance is not adopted, the California Building Code becomes effective. However, the City of San Juan Bautista Municipal Code will not cite to the correct building standards that must apply to future construction and development projects. This discrepancy between the local ordinance and the state law can create confusion.

If the City is required to bring a code enforcement action, it is simpler and clearer for the legal pleadings to reference a local ordinance. Moreover, the City can file a preliminary motion upon a showing that a defendant has violated a local ordinance. The City could not file such a motion if the Ordinance is not adopted to incorporate the correct building standards into the City of San Juan Bautista Municipal Code

Staff recommends that the City Council adopt an ordinance of the City Council of the City of San Juan Bautista Amending Chapter 10-1-110 and repealing 10-1-115

FISCAL IMPACT:

Cost of Purchasing the 2022 Codes approx. $1,500.00

ATTACHMENTS:

DRAFT ORDINANCE CHAPTER 10-1-110

ORDINANCE NO. 2023-XX

AN ORDINANCE OF THE CITY OF SAN JUAN BAUTISTA AMENDING CHAPTER 10 ARTICLE 1-110 OF THE SAN JUAN BAUTISTA MUNICIPAL CODE REGARDING THE ADOPTION OF THE 2022 CALIFORNIA BUILDING CODES AND RELATED INTERNATIONAL CODES AND REPEALING CHAPTER 10 ARTICLE-1-115

Part 1

WHEREAS, The California Building Standards Commission adopted the 2022 Edition of the California Building Codes in January 2022; and

WHEREAS, the California Health and safety Code requires local governments to adopt the most recent editions of the California Building Codes; and

WHEREAS, local governments must update their building codes by repealing, amending and adopting the State Codes to become effective January 1, 2023.

NOW THEREFORE, BE IT RESOLVED, that the City council of the City of San Juan Bautista does hereby ordain as follows;

THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA DOES ORDAIN AS FOLLOWS:

Section 1. Chapter 10 Article 1-110 repealed, amended, and replaced in its entirety to read as follows:

10-1-110 Codes adopted by reference

The following codes, which are on file and available for public inspection at City Hall, are adopted by reference as fully as it is set for verbatim. 2022 Edition of the California Building Standards, Title 24 of the California Code of Regulations, in its entirety consisting of the following parts:

(A)	Part 1	California Building Standards Administrative Code
	Part 2	California Building Code
	Part 2.5	California Residential Building Code
	Part 3	California Electrical Code
	Part 4	California Mechanical Code
	Part 5	California Plumbing Code
	Part 6	California Energy Code
	Part 8	Historical Building Code
	Part 9	California Fire Code
	Part 10	California Existing Building Code

Part 11 California Green Building Standards Code

Part 12 California Reference Standards Code

(B) Engineering Design Standards, Standard Specifications, Standard Plans. The City of Hollister Engineering Design Standards, Standard Specifications, and Standard Plans, adopted June 1992, as amended from time to time, shall be the latest and current edition of the City of San Juan Bautista Engineering Design Standards, Standard Specifications, and Standard Plans

Part 2: Repeal Chapter 10 Article 1-115

WHEREAS, the Uniform Building Code is no longer in publication and the last publication date was 1997; and

WHEREAS, the California Health and safety Code requires local governments to adopt the most recent editions of the California Building Codes; and

NOW THEREFORE, BE IT RESOLVED, that the City council of the City of San Juan Bautista does hereby ordain as follows.

THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA DOES ORDAIN AS FOLLOWS:

Section 2. Chapter 10 Article 1-115 repealed

Section 3 Severability. The City Council declares that, should any provision, section, paragraph, sentence, or word of this ordinance be rendered ore declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this ordinance as hereby shall remain in full force and effect.

Section 4. Effective Date. This ordinance shall take effect thirty (30) days after final passage by the City Council.

Section 5. Publication. Within fifteen (15) days after passage, the City Clerk shall cause this ordinance to be published one-time in The Hollister Free Lance.

This Ordinance was first read at a regular meeting of the San Juan Bautista City Council on the ___ day of _____ 2023, and was adopted at a regular meeting of the San Juan Bautista City Council on the ___ day of _____, 2023.

PASSED AND ADOPTED by the City Council of the City of Juan Bautista on the ____ day of _____ 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

APPROVED AS TO FORM:

_____
Robert Rathie, City Attorney

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

DATE: **FEBRUARY 21, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **ROBERT RATHIE, CITY ATTORNEY**

BY: **ELIZABETH SOTO, CMC, CPMC, DEPUTY CITY CLERK / ADMINISTRATIVE SERVICES MANAGER**

TITLE: **APPOINTMENT OF CITY TREASURER**

RECOMMENDED MOTION:

It is recommended that the City Council appoint Michelle Sabathia as City Treasurer.

RECOMMENDATION:

The application period closed on January 31, 2023. The city received one (1) application from former City Treasurer Michelle Sabathia.

The City Manager reviewed applications and recommends the City Council appoint Michelle Sabathia as City Treasurer.

BACKGROUND INFORMATION:

A vacancy has occurred in the City Treasurer position by virtue of the fact that nobody ran for City Treasurer and the position was therefore not filled at the recent General Election. Pursuant to California *Government Code Sec. 36512, subsection (b)*, if a vacancy occurs in an elective office, the council shall, within 60 days from the commencement of the vacancy, either fill the vacancy by appointment or call a special election. A special election, where no one ran, would not seem to accomplish the goal of filling the position. As such, it is assumed that the Council will want to appoint a City Treasurer. It is also noted that under California law, a city must have a Treasurer.

FISCAL IMPACT:

ATTACHMENTS:

Letter of Interest
Resume

Michelle Sabathia

[redacted]
San Juan Bautista, CA 95045
[redacted]
[redacted]

Skills

Technology: Microsoft Word | Excel | PowerPoint | Outlook | Salesforce | Everest | Acumatica | Oracle | SAP | Share Point | Adobe Acrobat | Bill.com | NetSuite | Expensify | Quickbooks | TripActions | FloQast| Hiver

Leadership: Problem Solving | Teamwork| Highly Organized | Able to Multi-Task | Fast Learner | Detail Oriented | Bilingual & Bi-Literate (English & Spanish)

Experience

Redis, Mountain View, CA. – *Senior Accountant* **March 2021 – Present**

Responsible for overseeing:

- Full US AP cycle & assisting junior staff with disparities/reconciliations
- Cash cycle & assisting junior staff with disparities/reconciliations
- Global process for prepaids & credit card reconciliations
- Global expense reimbursements & assisting junior staff with disparities

Responsible for:

- Partnering with the business to book monthly accrued liabilities (Marketing, R&D, Sales)
- Partnering with FP&A to track quarterly budgets
- Preparing monthly journal entries and account reconciliations (Prepaids, Other Assets, Other Receivables, Credit Cards & other GL accounts)
- Analyzing/explaining balance sheet & income statement fluctuations/variances
- Streamlining reconciliations to ensure efficient & accurate recording of expenses
- Assisting with preparation of audit schedules & compiling year-end external audit requests
- Partnering with cross-functional teams on a regular basis to identify areas of improvement & solve problems
- Assisting in the development and implementation of new procedures, including implementation of a new travel platform, to improve budgeting and controls within the local accounting department.

Wag Labs Inc, Mountain View, CA. – *Staff Accountant -> Senior Accountant* **January 2019 – March 2021**

Responsible for:

- Taking month-end financial accounting close process from a 15-day close to a 4-day close
- Analyzing/explaining balance sheet & income statement fluctuations/variances
- Streamlining reconciliations to ensure efficient & accurate recording of expenses
- Assisting with preparation of audit schedules & compiling year-end external audit requests
- Ensuring accuracy/recording of inventory, fixed assets, prepaids, expense reports, cash reconciliations, AP processing, & other GL accounts
- Leading the implementation of a new ERP system (Netsuite) which included, data validation, data reconciliation & testing transactions
- Perform other special projects & analyses as directed by management
- Monthly sales tax/use tax filings
- Monthly revenue recognition & cost of goods sold
- Analyzing trends in all areas of OPEX expenses to help business partners gain key insights into spend
- Maintain financial model, forecast expense accounts
- Designing and creating weekly and monthly spending reports

Highfive, Redwood City, CA. – *Accountant* **June 2017 – January 2019**

Responsible for:

- Full-cycle AP processing, including two-way & three-way matching
- Fixed Assets, Prepaids, Expenses (AMEX transactions) & Expense Reports
- Creating & automating an inventory management tracking system
- Monthly reconciliations of key balance sheet accounts, GL journal entries & account analysis
- Analyzing AR aging to identify overdue/delinquent accounts & drive the collections process for past due accounts.
- Managing day-to-day processing of accounts receivable including invoicing, applying cash receipts, bank reconciliations

Assisted on:

- Monthly sales tax/use tax filings
- Monthly revenue recognition
- Preparing monthly balance sheet & income statement flux variance analyses
- Process improvement projects, including coordination with cross-functional teams

Omnicell, Mountain View, CA. – Revenue Operations Specialist **January 2016 – May 2017**

Responsible for:

- Performing regression testing to validate completeness, accuracy, & performance of UAT IT projects.
- Preparing, managing & reconciling billing population for products & services of assigned region.
- Reviewing contracts to analyze source of variances between SAP CRM & SAP ECC.
- Collaborate cross-functionally with Sales Operation & IT to drive efficiency in quote-to-cash cycle.

Additional projects:

- Working closely with sales and delivery teams to seek missing contracts, acceptance forms, proof of delivery, etc.
- Processing damaged shipment items & ECO changes
- Analyzing billing data to report monthly, quarterly & annually
- Reconciling & issuing credits
- Providing metrics on all item returns & comparing them against previous months

Education

2013 B.A. | Major: Economics, University of California; Merced, Merced, CA
2013 B.S. | Major: Management, University of California; Merced, Merced, CA
Attended | Lund University, Lund, Sweden

Credentials

2022 Certificate | Micro-credential: Accounting, Western Governors University
2022 Certificate | Micro-credential: Strategic Thinking & Innovation, Western Governors University
2021 Certificate | Micro-credential: Applied Business Skills, Western Governors University

Dear City of San Juan Bautista:

On December 20th I was made aware at the city hall meeting of the upcoming posting for the City Treasurer role. With 10+ years progressive accounting experience, I am confident that I will have a positive impact on the City's accounting efforts and would like to be considered for this role.

As an evolving professional who strives for precision and accuracy I have been able to demonstrate best accounting practices for each role I have held. Since moving to San Juan Baustista five years ago my husband and I knew we wanted to be more involved in the community. I was able to accomplish this when I was elected as the City Treasurer in 2021, if given the opportunity I would like to continue to serve and help out our community together.

I am very interested in meeting with you to further discuss my credentials and the corresponding benefits that I could offer the city. My resume is enclosed with this letter which will provide you with comprehensive information about my skills, experience and education.

Thank you for your kind consideration.

Sincerely yours,
Michelle G. Sabathia
Enc. Resume

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

AGENDA TITLE: **APPROVE THE SAN JUAN BAUTISTA ACTIVE TRANSPORTION AND COMMUNITY CONNECTIVITY PLAN**

DATE: February 21, 2023

DEPARTMENT HEAD: Brian Foucht, Community Development Director

---

Recommendation:

That the City Council has accept and approve the San Juan Bautista Active Transportation and Community Connectivity Plan.

Background:

In 2018, the City Council appointed a Parks Master Plan Task Force to further the work of the previous Strategic Plan's "Arts, Recreation, Culture and Wellness Subcommittee." In the late summer of 2019, a draft Parks Master Plan was presented to the City Manager referencing a bike/De Anza Trail plan, and Cultural Walking Tour. Subsequently, in August 2020, the City Council accepted a State Department of Transportation (CAL TRANS) Sustainable Transportation Planning Grant in the amount of $188,596 (with a match of $24,435, 11.47% of grant funds as City staff support) to develop the San Juan Bautista Active Transportation and Community Connectivity Plan (ATP).

Discussion

The 2016 General Plan Open Space Element, Section 11, calls for consideration of connectivity between its many historic and recreational assets, and to connect the De Anza Trail and other recreation and transportation resources to the City. The Implementation Matrix in Section 18 of the 2016 General Plan references the need for "complete streets," and a bike and pedestrian trail system.

The Active Transportation And Community Connectivity Plan will be integrated with other circulation, open space recreation, and land use planning programs within and surrounding San Juan Bautista, the City's Community Plan and the Third Street Master Plan.

Fiscal Impacts

Grant funding requirements for completion of the Plan are summarized as follows:

Road Maintenance and Rehabilitation Account - Sustainable Communities	
Grant Fiscal Year	2020-21
Grant Title	San Juan Bautista Active Transportation and Community Connectivity Plan
Grantee	City of San Bautista
Sub-Recipient (s)	Local Government Commission
Grant Award	$188,596
In-Kind/Cash Local Match*	$24,435
Total Project Cost	$213,031
Grant Expiration	February 28, 2023 - time extensions are not allowed
Final Invoice Due	April 28, 2023

Attachments:

1. Resolution
2. ATP Document

RESOLUTION 2023 - XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA APPROVING THE ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

WHEREAS, City Council approved Resolution 2020-39 accepting the Sustainable Transportation Planning Grant 74A1200 from CALTRANS in the amount of $188,596, and agreeing to provide the match requirement of $24,435 from other local sources to develop the San Juan Bautista Active Transportation Plan; and

WHEREAS, Resolution 2020-39 Authorized the City Manager to Execute a Contract with the State Dept of Transportation for implementation of the grant; and

WHEREAS, The City Manager, on October 1, 2020 executed a contract (Restricted Grant Agreement (RGA) 74A1200) with CALTRANS to implement Transportation Planning Grant; and

WHEREAS, The Scope of Work authorized by RGA 74A1200 references tasks, activities and deliverables to be carried out by the Local Government Commission (LGC) to complete the Scope of Work within the contracted time line and budget; and

WHEREAS, RGA 74A1200 specified that reimbursable work under this RGA shall begin no earlier than on November 15, 2020, following the written approval of CALTRANS and receipt of the Notice to Proceed by the CALTRANS Contract Manager, and will expire on February 28, 2023; and

WHEREAS, A Notice to Proceed was issued by CALTRANS on October 20, 2020; and

WHEREAS, The Active Transportation and Community Connectivity Plan is complete consistent with all tasks and deliverables referenced in the Scope of Work for the Contract RGA 74A1200.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of San Juan Bautista hereby APPROVES the Active Transportation and Community Connectivity Plan (ATP) and directs the City Manager to integrate recommendations and conclusions contained in the ATP as necessary into General Plan policies, programs and implementation measures and further directs the City Manager to plan program and implement projects to accomplish recommendations contained therein.

PASSED AND APPROVED by the City Council of the City of San Juan Bautista at its regular meeting held on the 23rd day of August, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

SAN JUAN BAUTISTA

ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

FEBRUARY 2023

CITY OF SAN JUAN BAUTISTA 1869

Caltrans

CIVICWELL

BLUE ZONES®

Urbë STUDIO
Community | Places | Mobility

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NATIVE DAUGHTERS ADOBE
THURSDAY 7:00 AM

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.

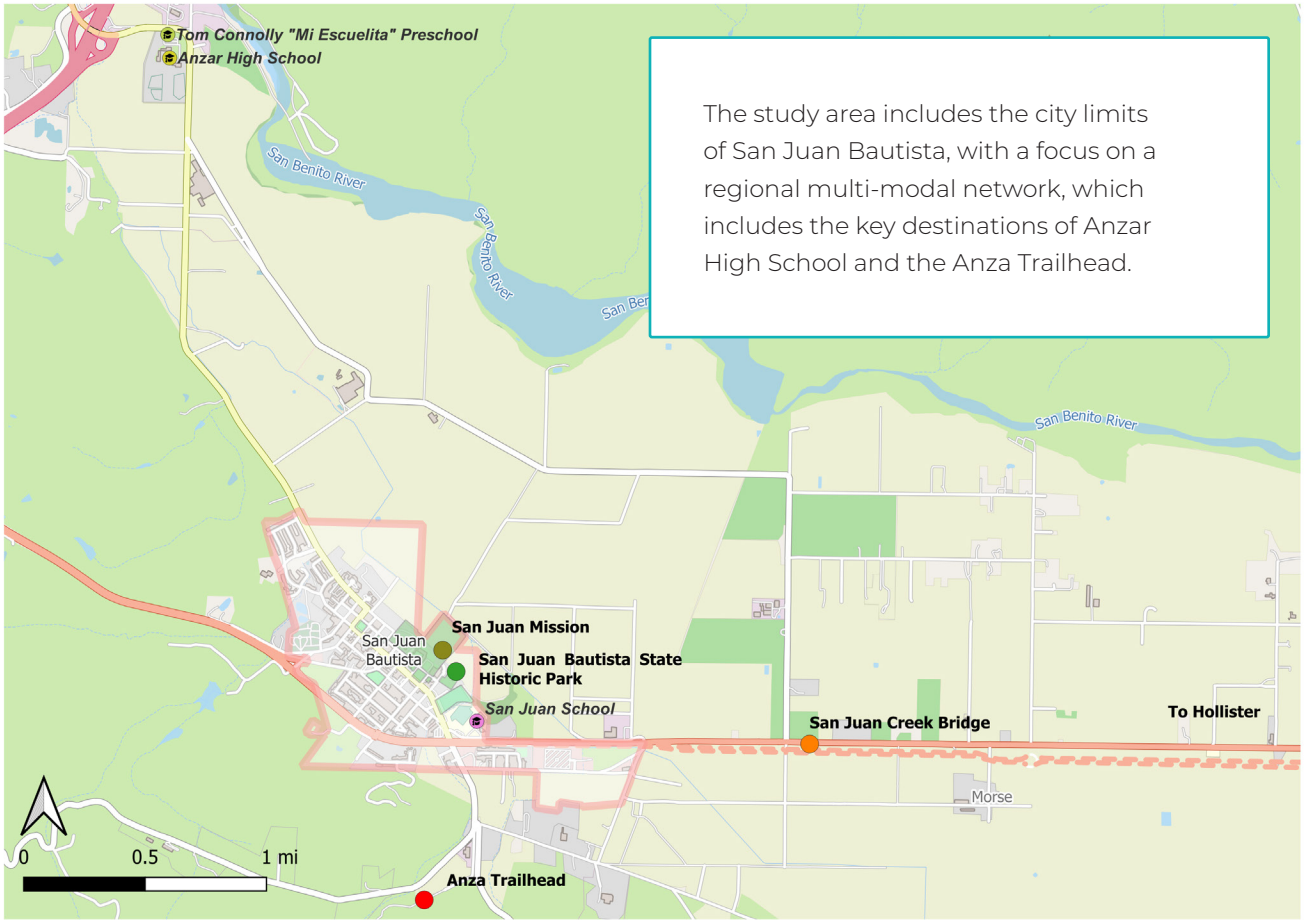
This Plan promotes an understanding of San Juan Bautista's transportation system and identifies how each street can contribute to healthy, active, sustainable lifestyles, powering up the resiliency of the city, building individual and community health, and making possible a just and age-friendly multi-modal 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.

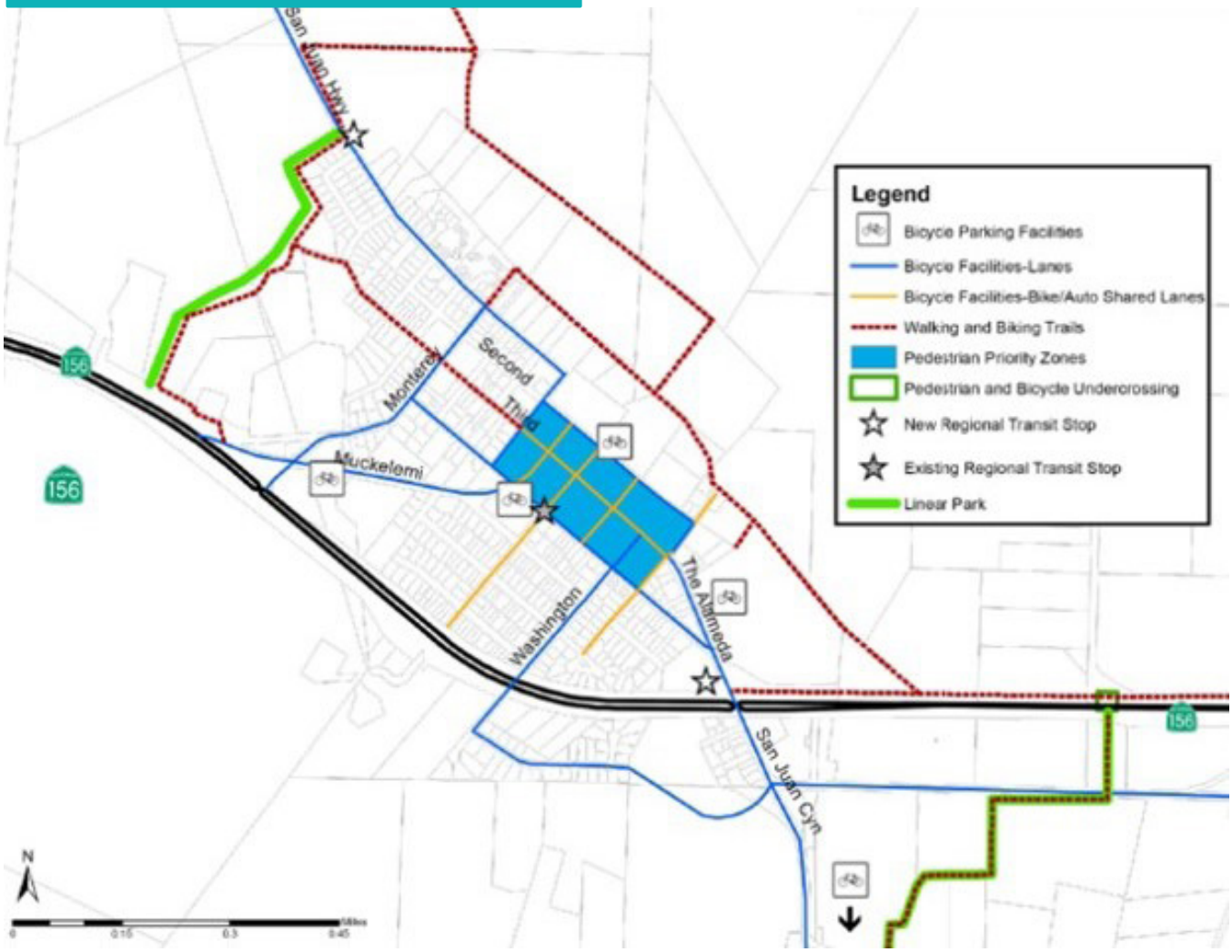
Co-created with community partners, this Plan provides a prioritized list of projects and potential funding sources to begin implementation through maintenance and capital projects, as well as through grant opportunities.

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

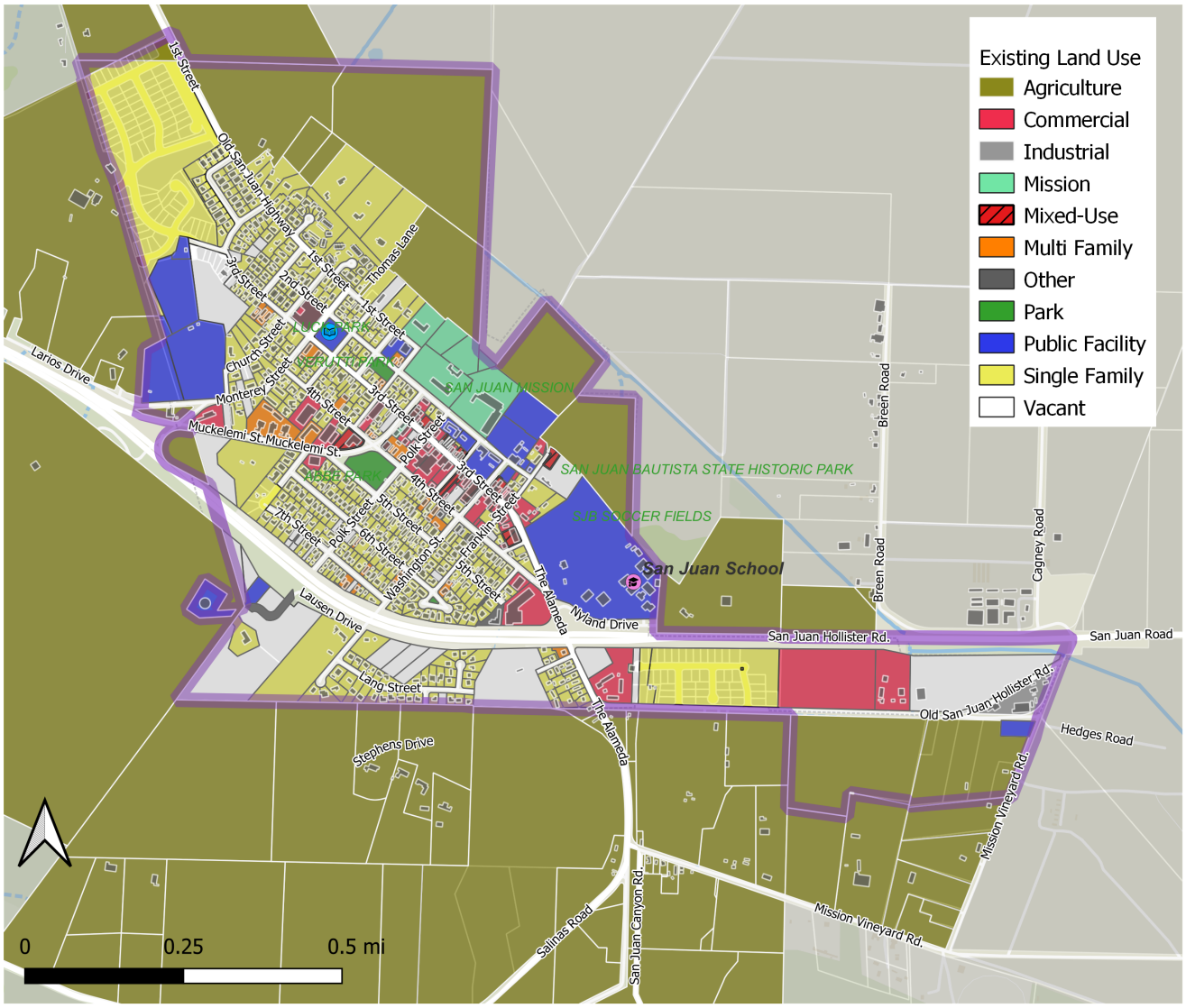


Map 2. Preferred Growth Scenario, Non-Motorized Circulation Map, General Plan

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)**

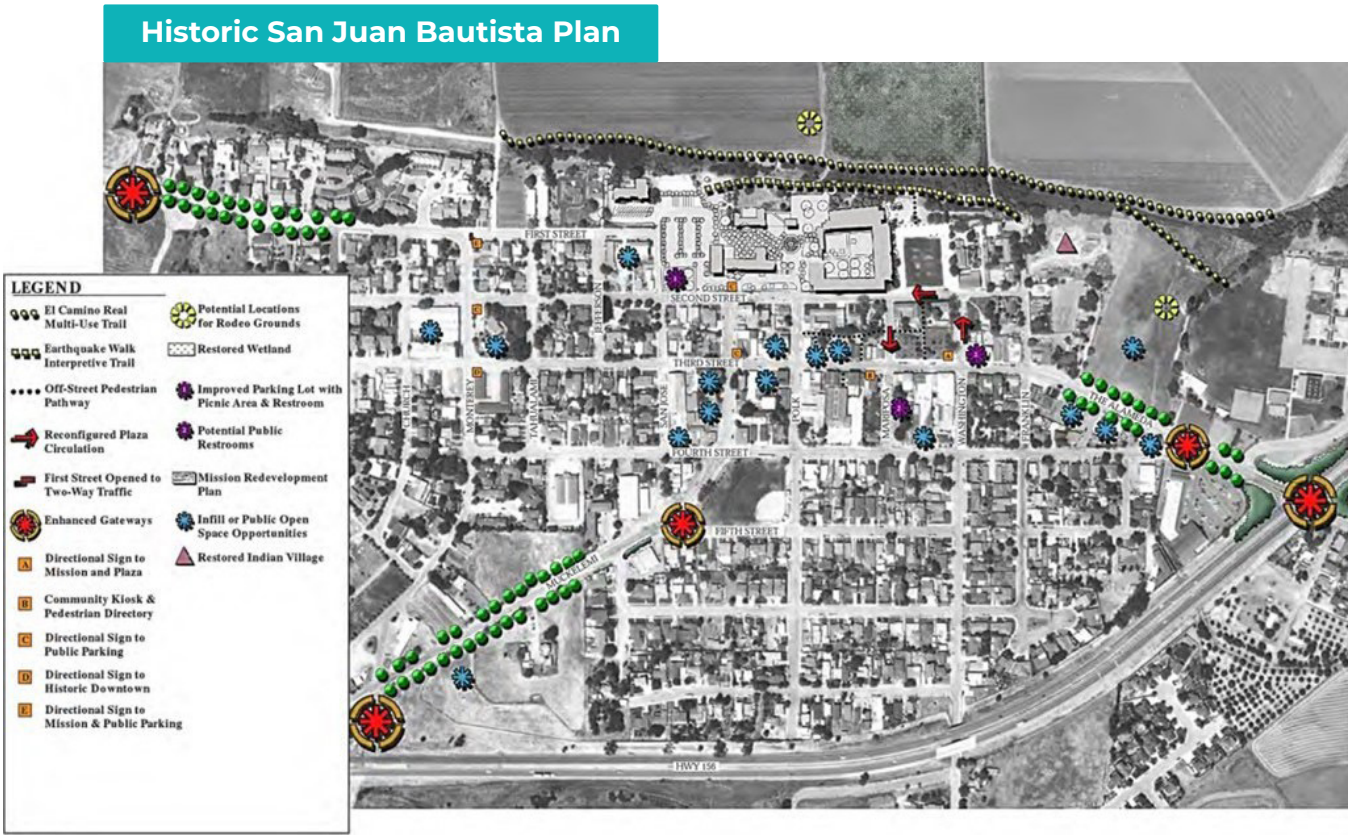
San Juan Bautista Existing Land Use



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

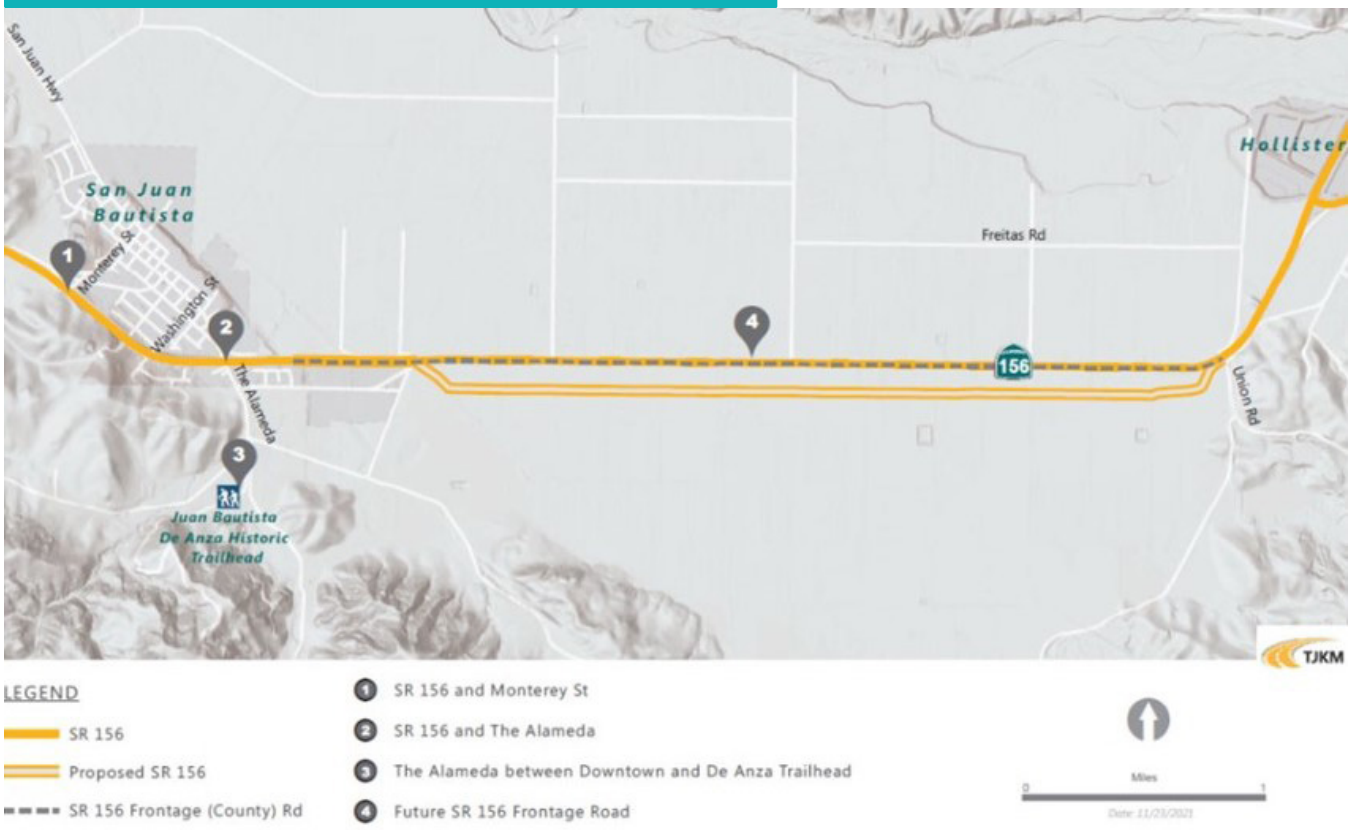
The plan identifies historic sites and features with an emphasis on preservation and restoration. Some themes related to this Plan include:

- 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.

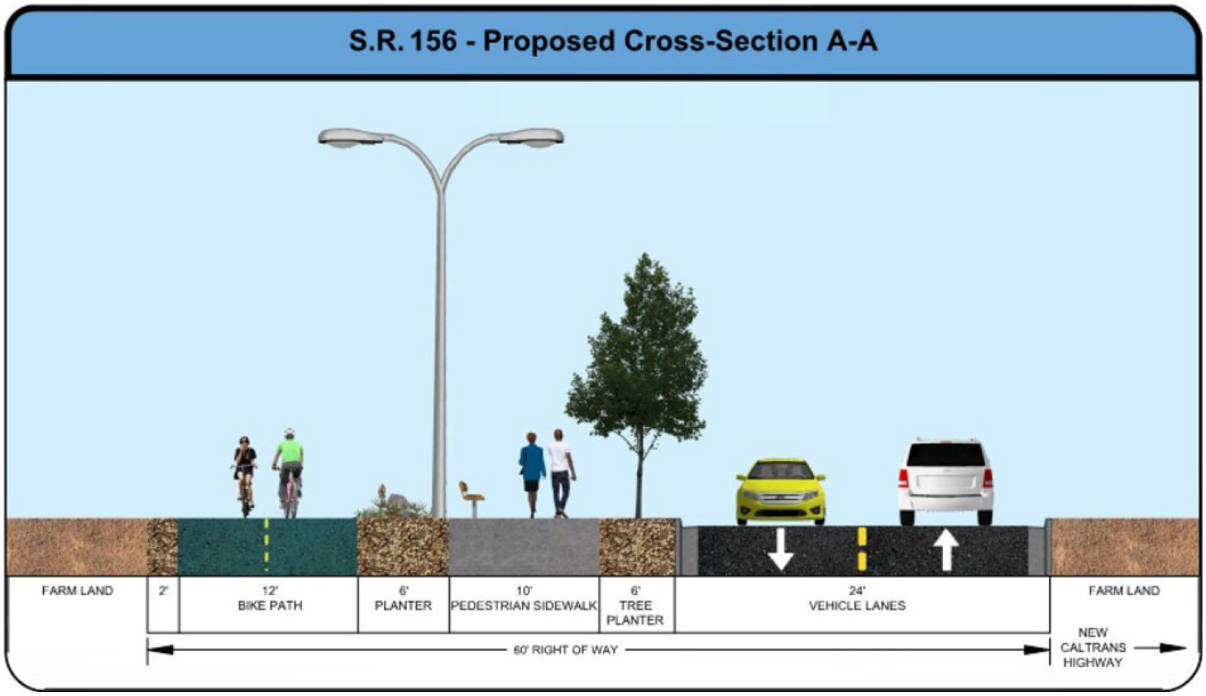
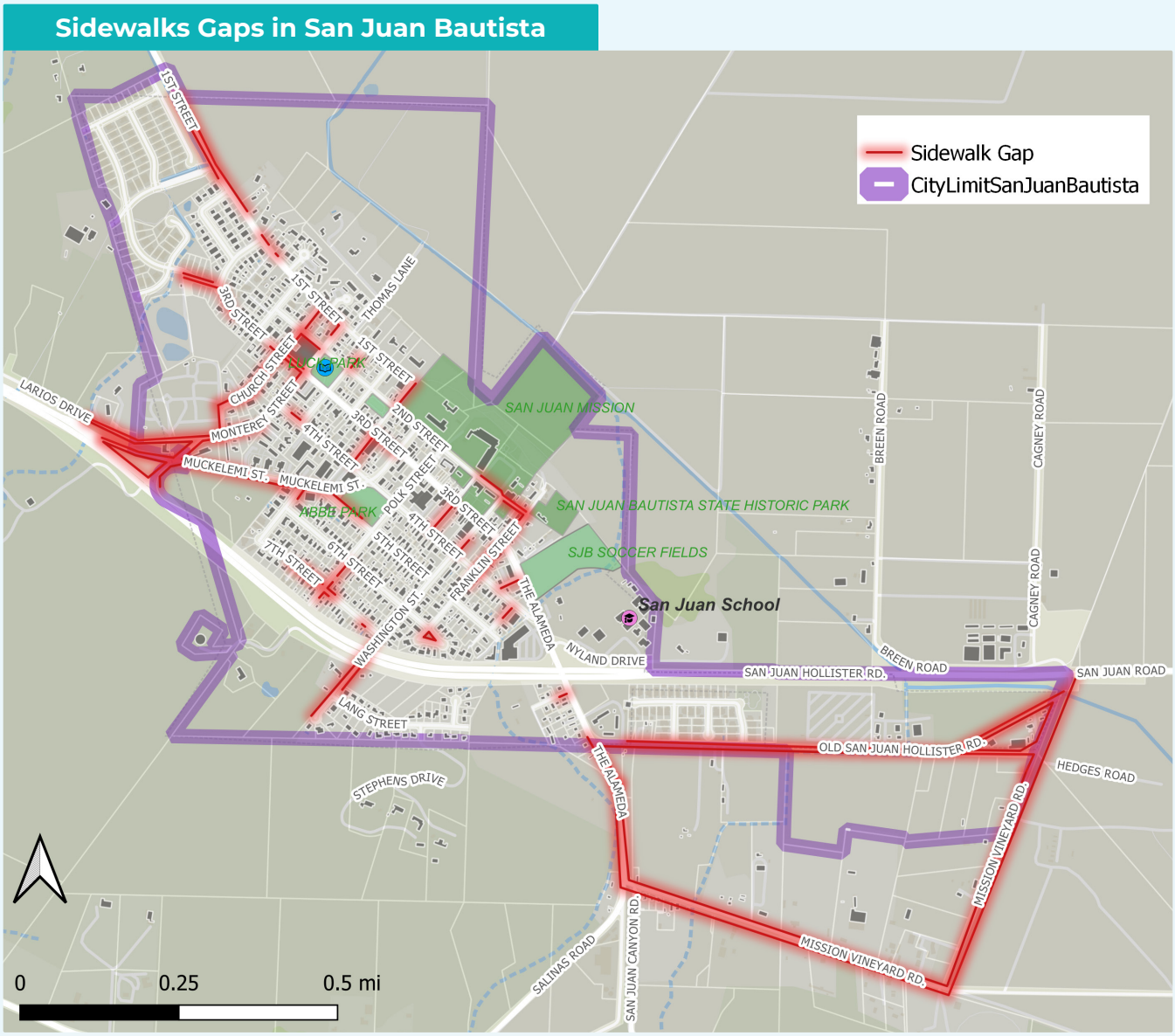


Fig 9. ILLUSTRATION: Recommended bike path and walkway in the SR-156 Multi-Modal Enhancement Study



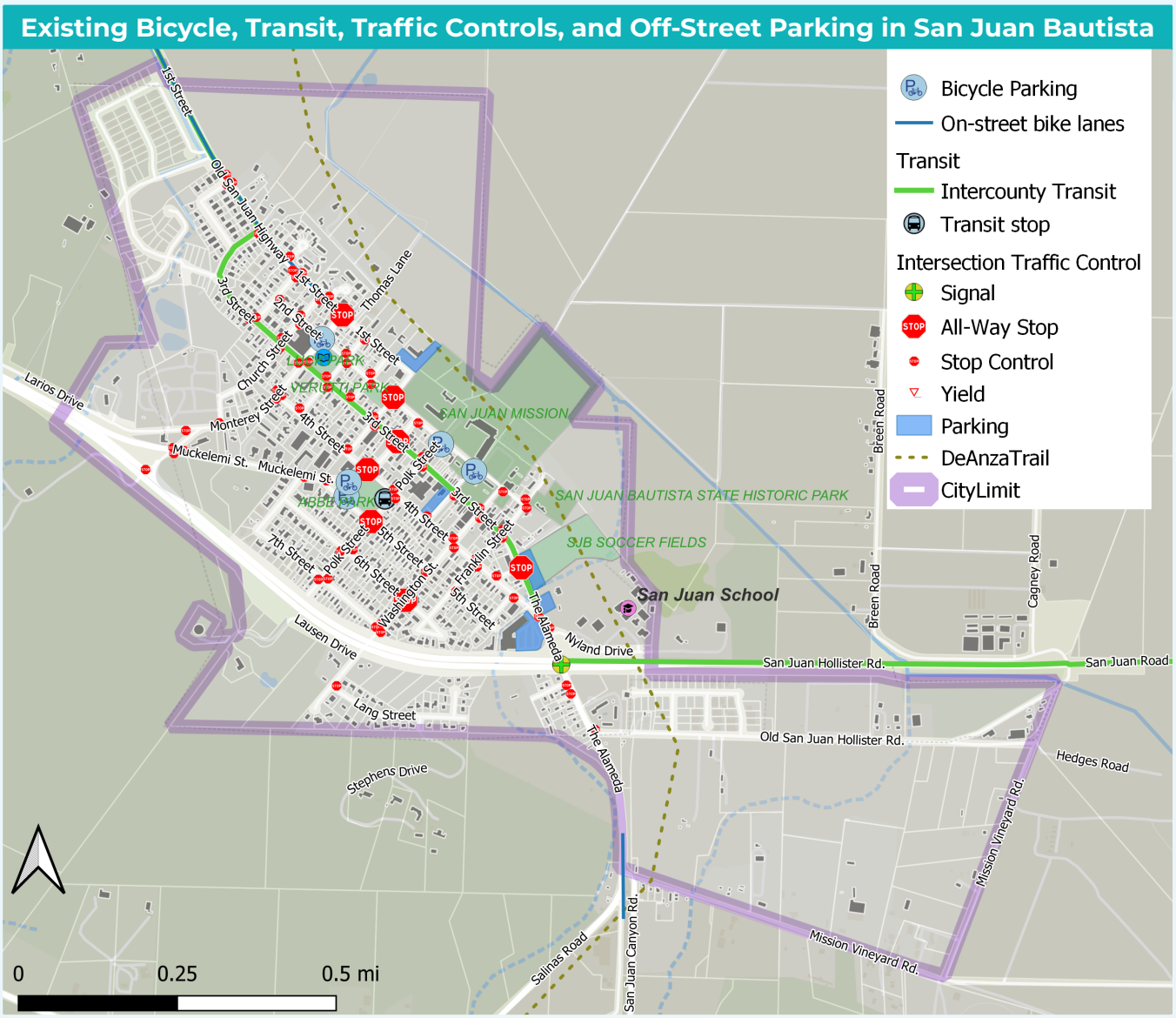
Map 6. Existing sidewalk gaps, 2022

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

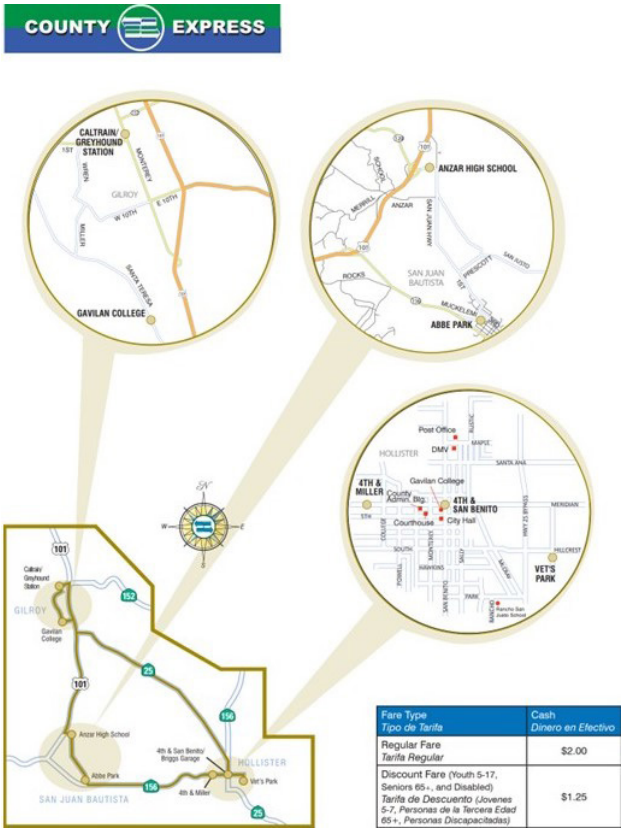


Map 7. Existing bicycle, transit, traffic controls, and off-street parking in San Juan Bautista

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.

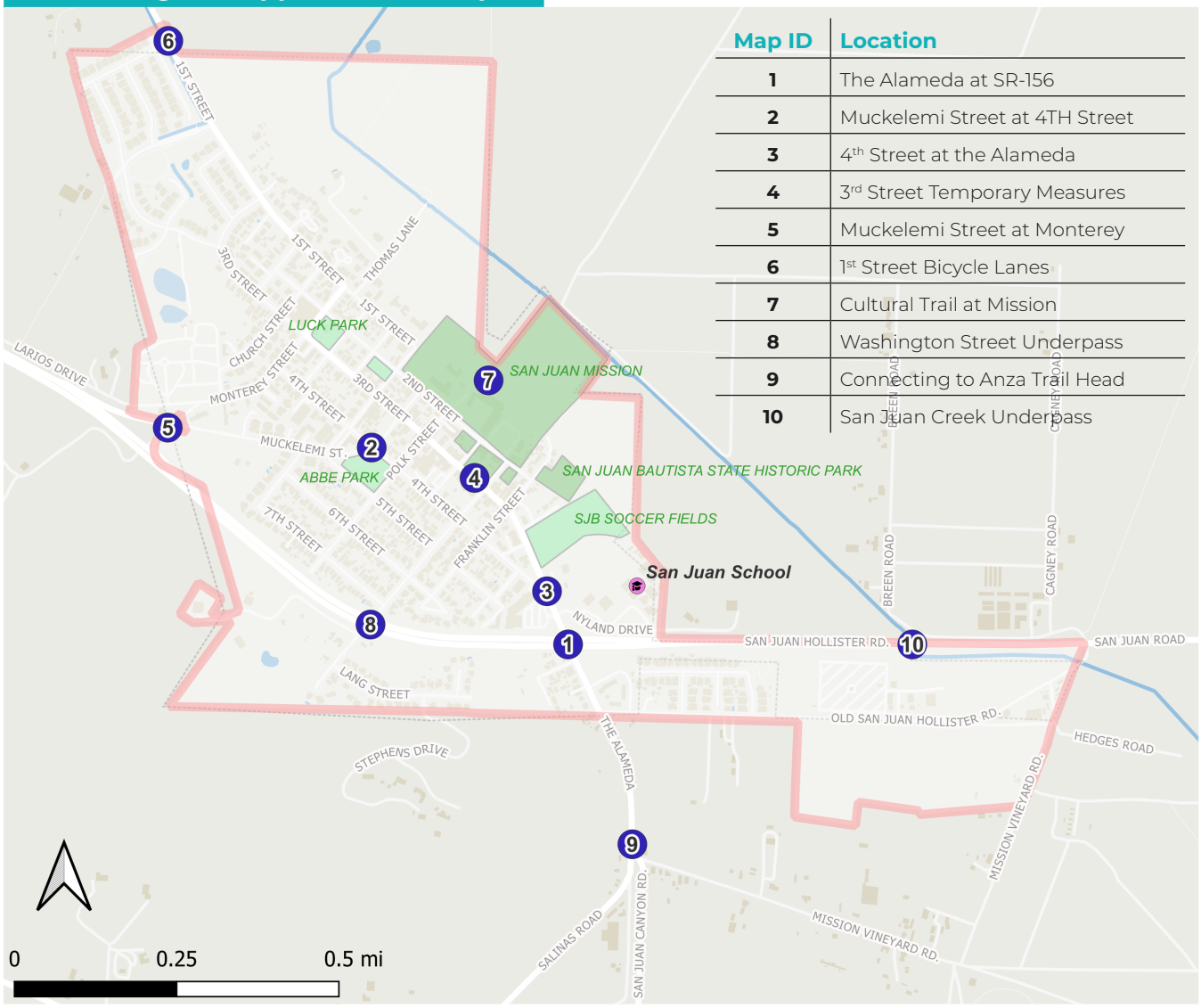


Map 8. SBC Intercounty Transit Route Map

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

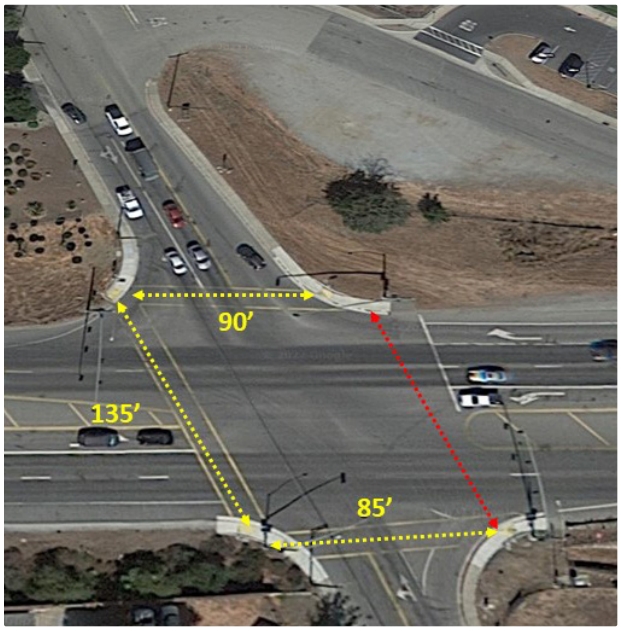


Fig 16. The Alameda at SR-156 Intersection, Image 3

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

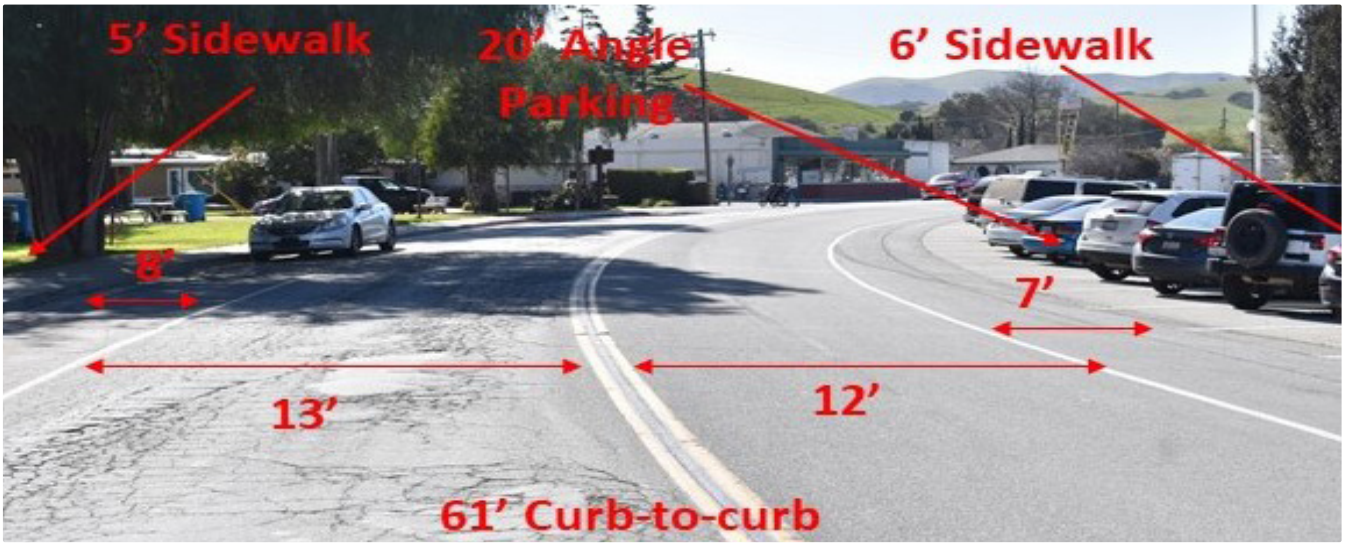


Fig 19. Muckelemi Street at 4th Street, Image 3

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

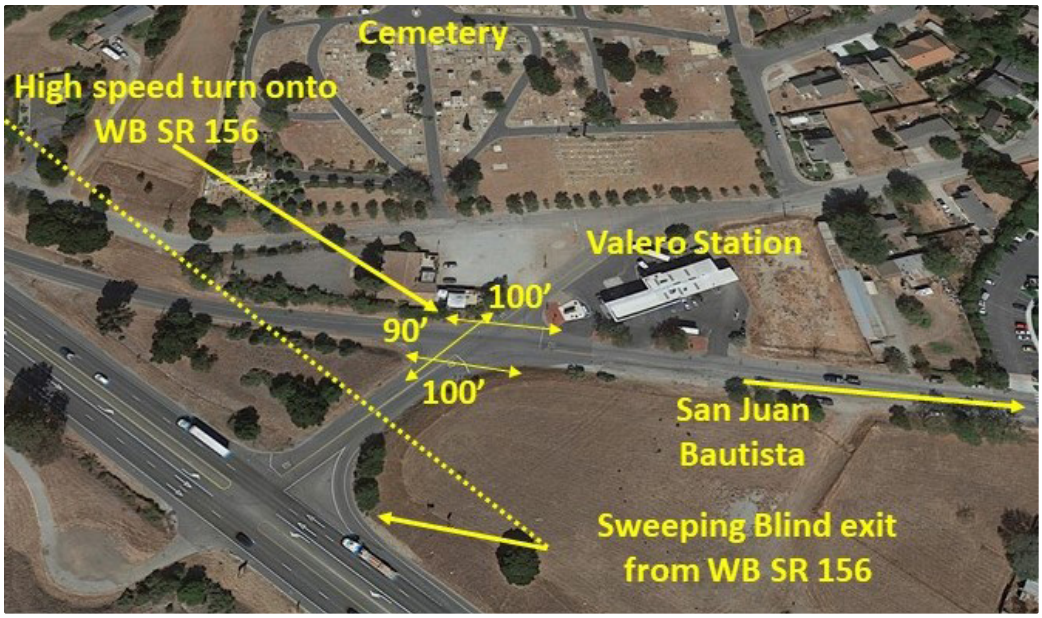


Fig 28. Muckelemi Street at Monterey Street, Image 3

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

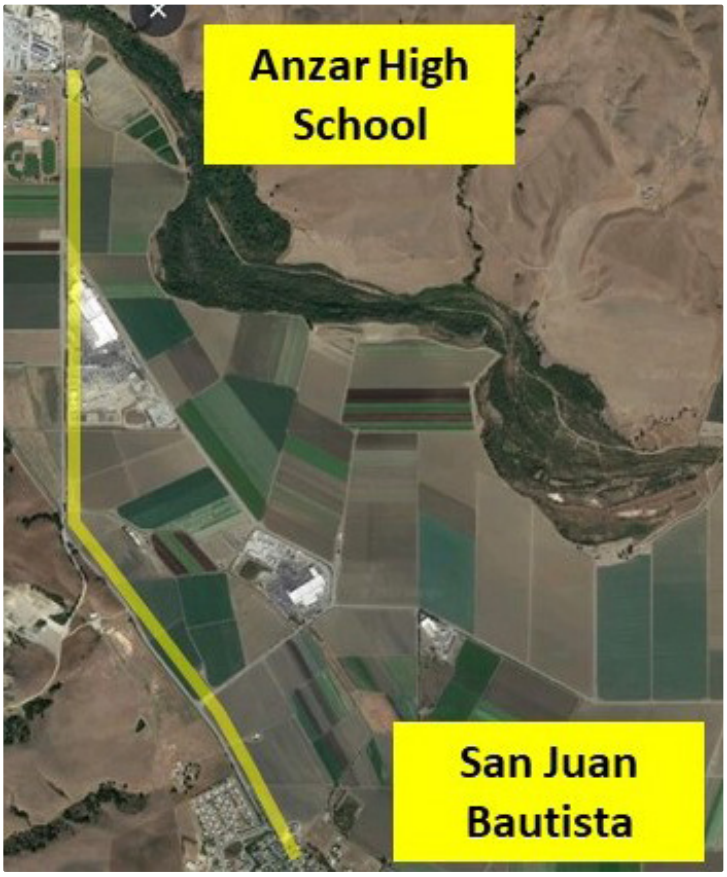


Fig 31. 1st Street Bicycle Lanes, Image 3

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.

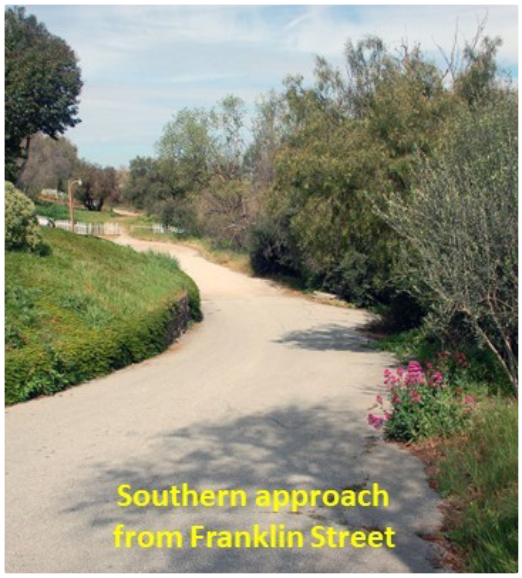


Fig 32. Anza Trail at San Juan Bautista Mission, Image 1

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

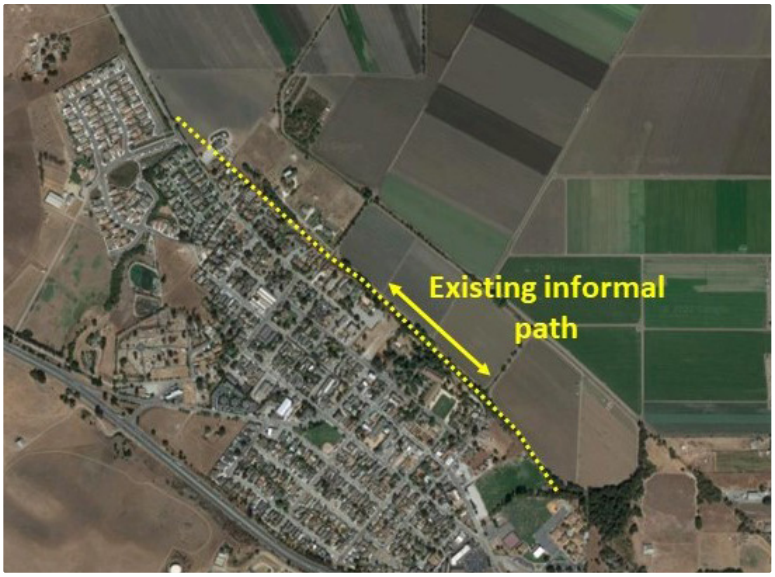


Fig 34. Anza Trail at San Juan Bautista Mission, Image 3

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

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

8

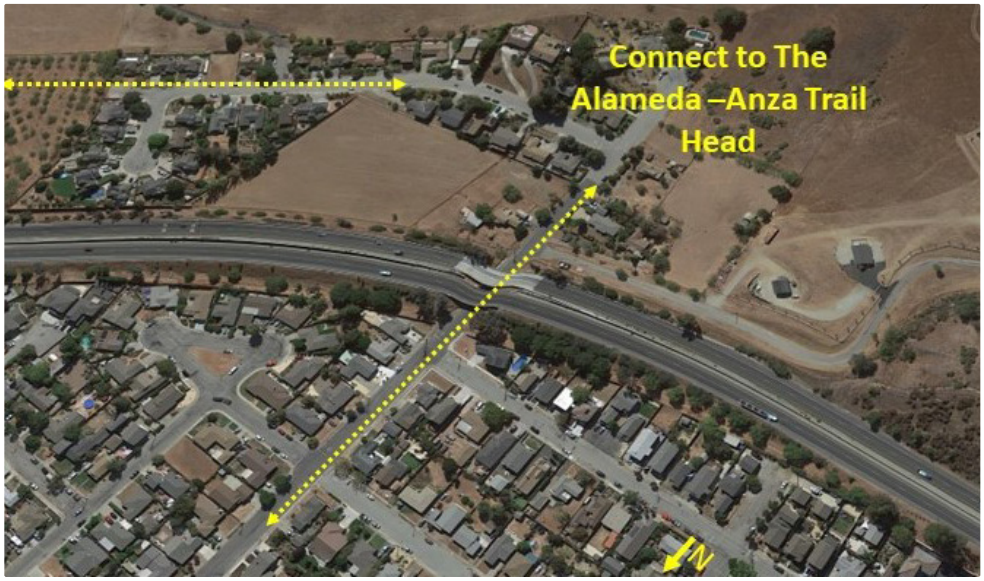
Washington Street Underpass

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

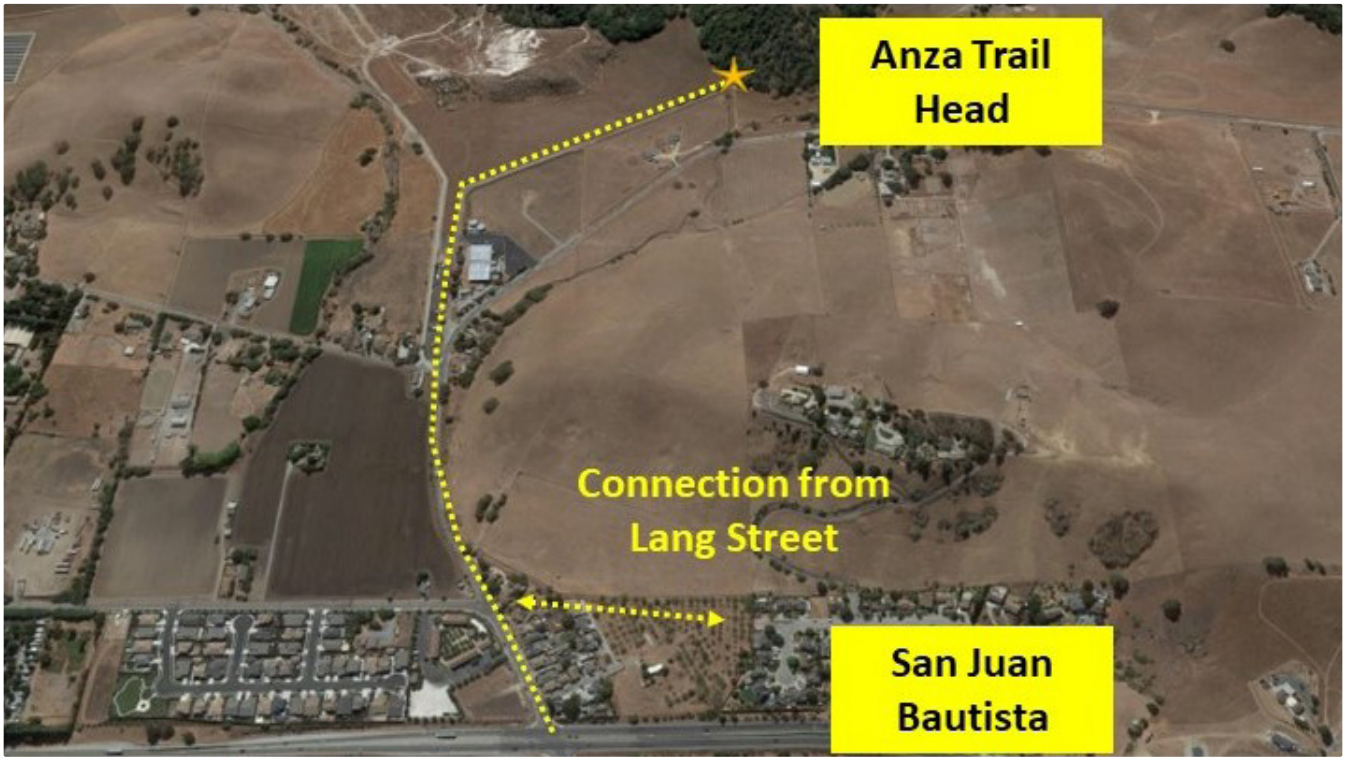


Fig 39. Connecting to the Anza Trail Head, Image 2

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.

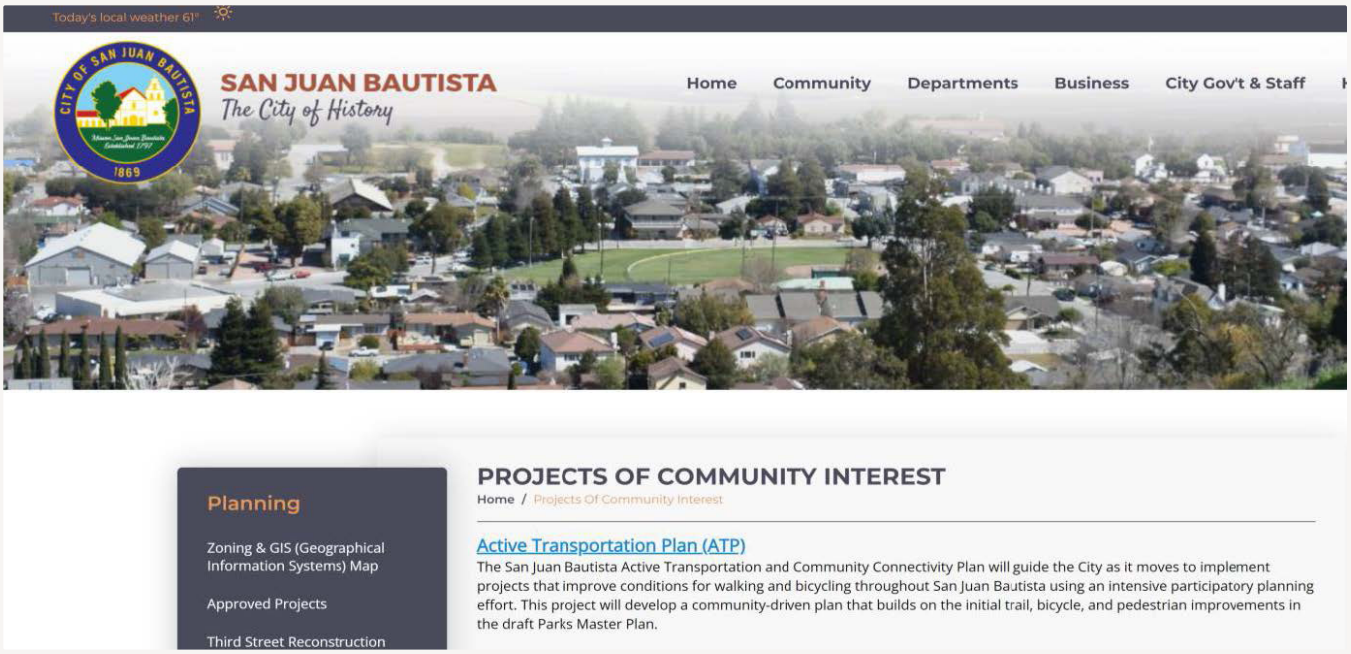


Fig 47. San Juan Bautista Project Website

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.

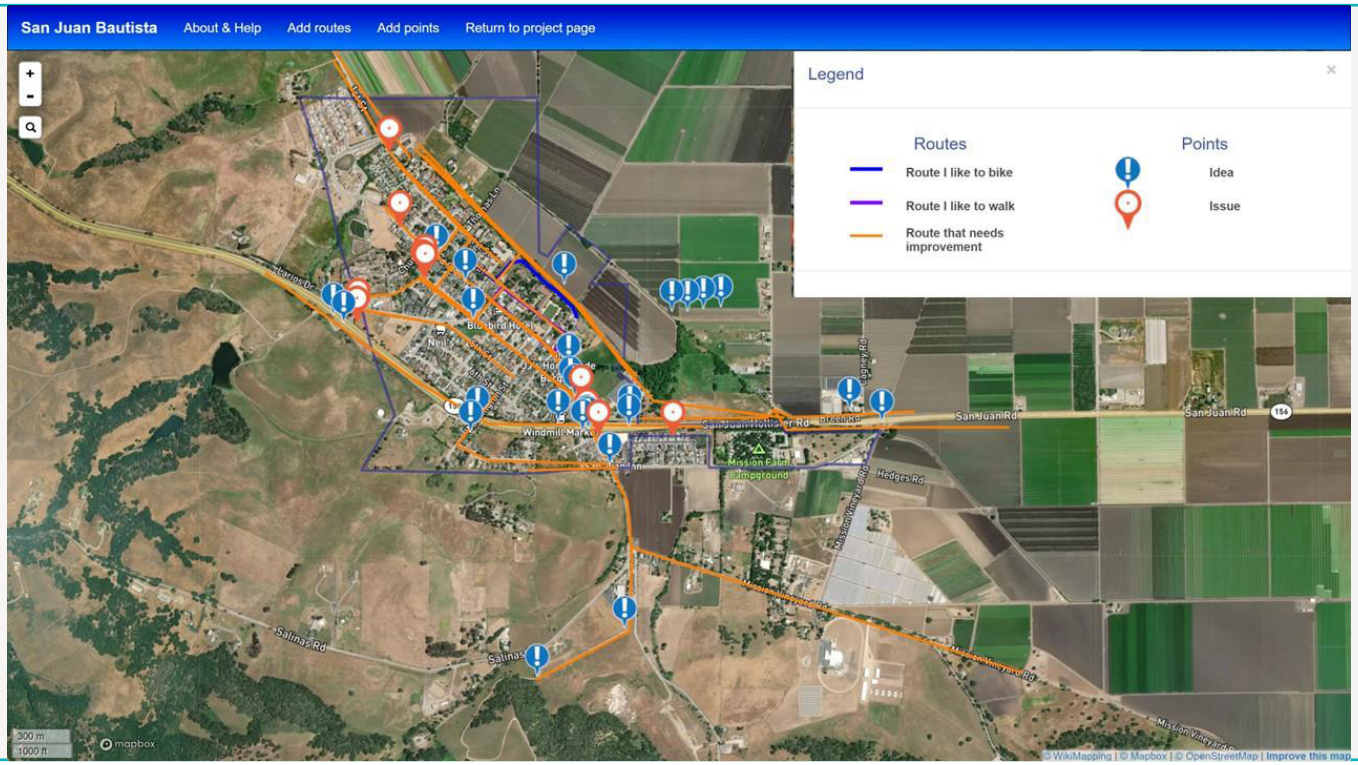


Fig 48. Interactive "WikiMap" from the project website

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.

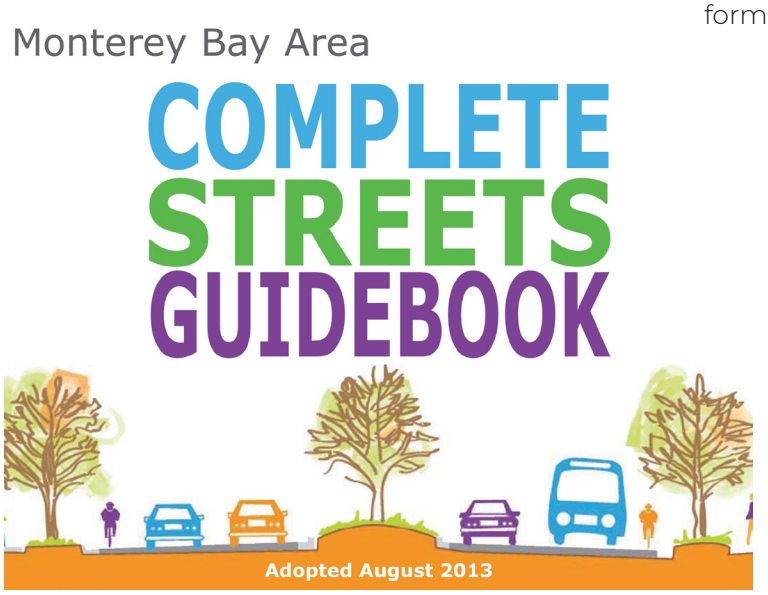


Fig 61. Monterey Bay Area Complete Streets Guidebook

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.

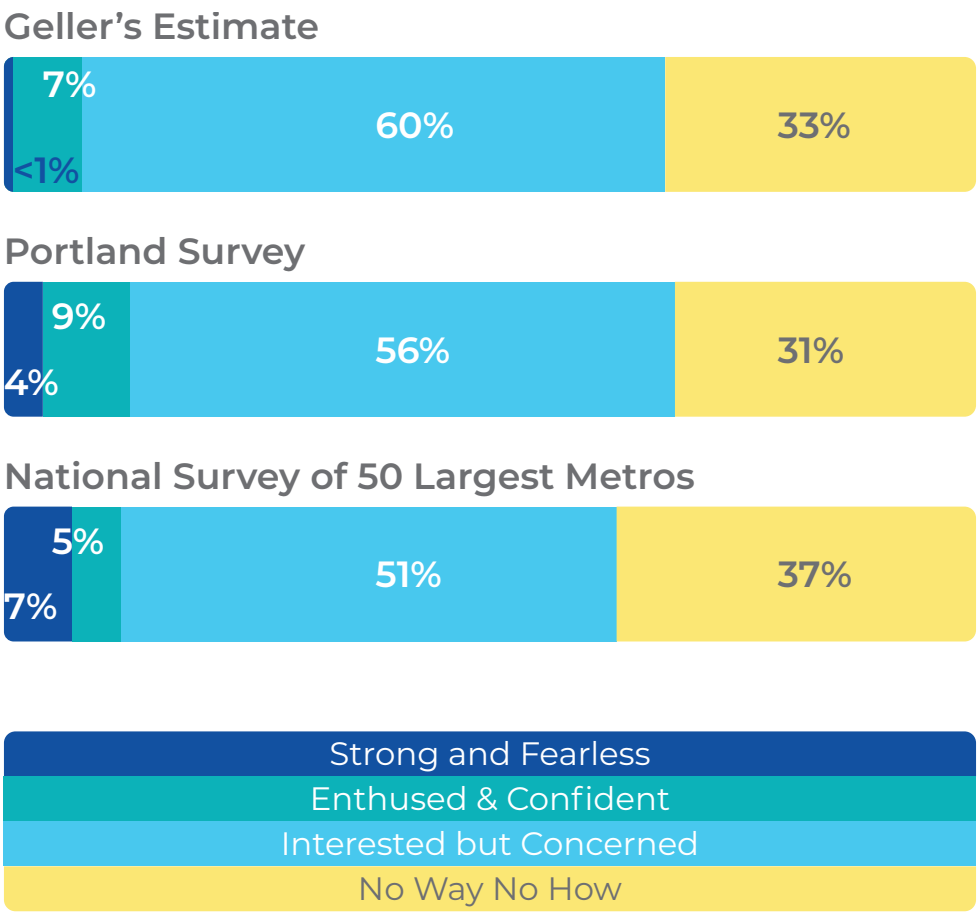


Fig 63. Types of cyclists

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.

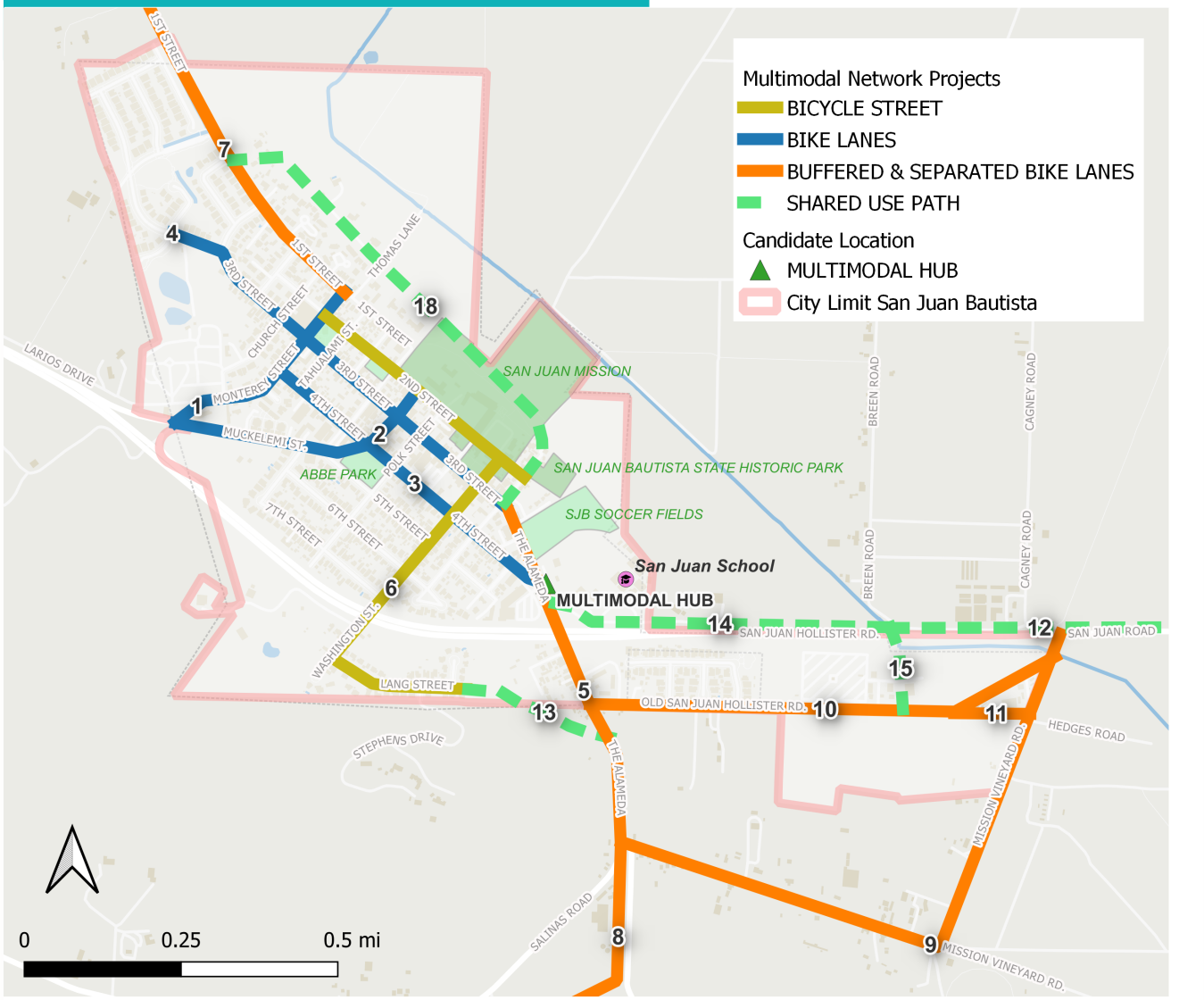
Fig 64. Communities must anticipate a range of cyclists and abilities as they design for active transportation

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.

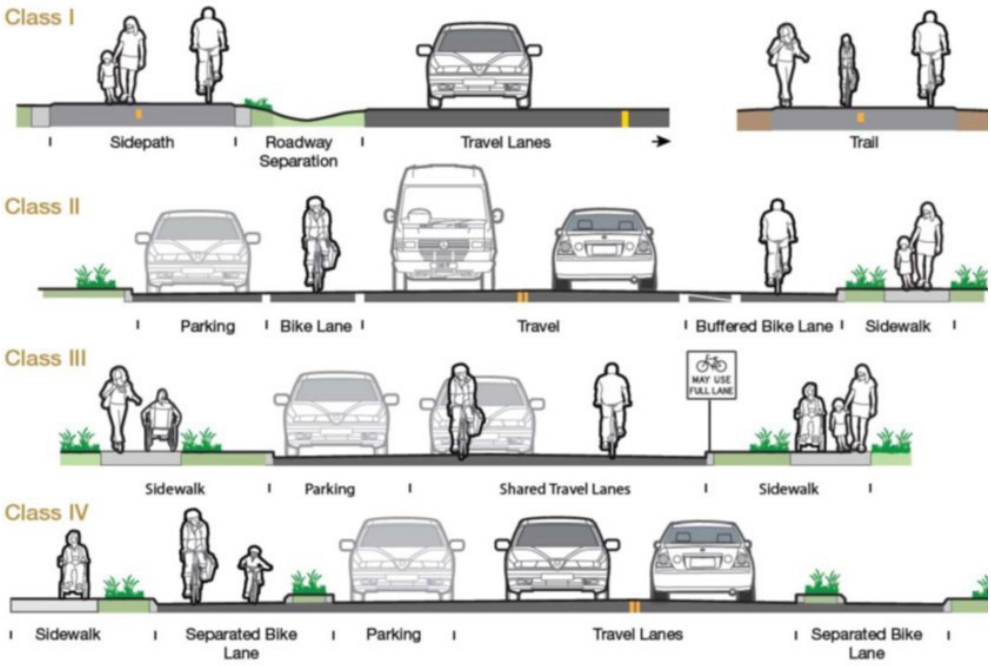


Fig 67. Caltrans Bikeway Classifications, Caltrans Highway Design Manual

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

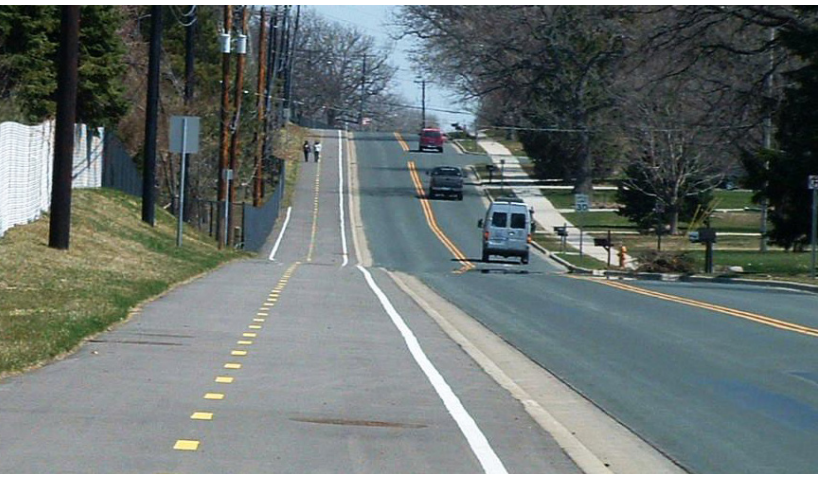
SHARED USE PATH

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.

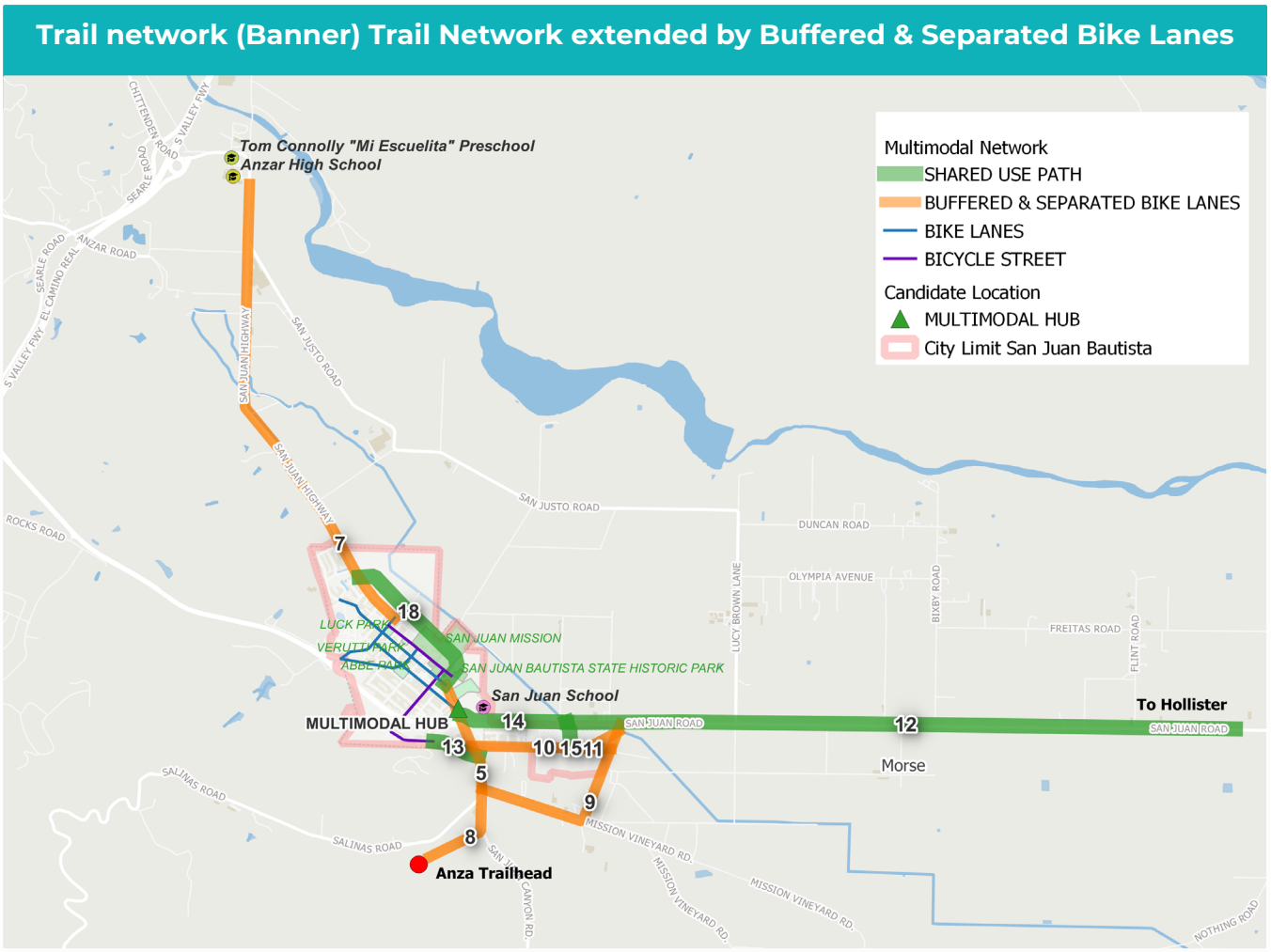
Shared use paths add measurably to building a reliable, efficient, and socially equitable transportation system. They can also enhance the enjoyment and use of parks and open lands. These important paths can address short links into and out of neighborhoods, and create connections with recreational, 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)



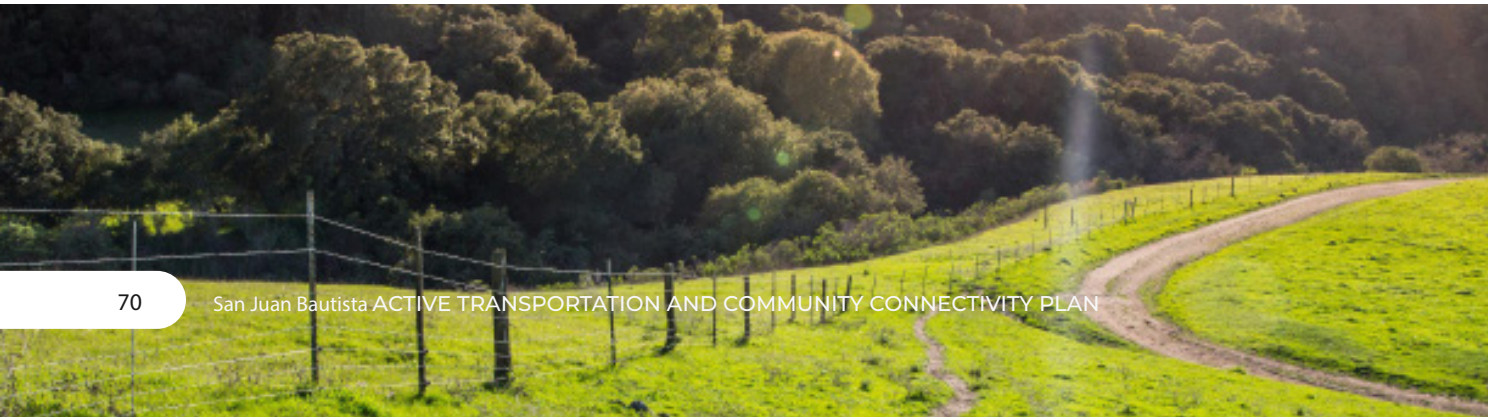
For comfort and safety, paths should be speed controlled, permitting class 1 and class 2 electric bicycles (e-bikes) and motorized micro-mobility devices that do not exceed 20 mph. The shared use path projects identified in this Plan, when combined with proposed separated bike lanes, form the basis of 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).

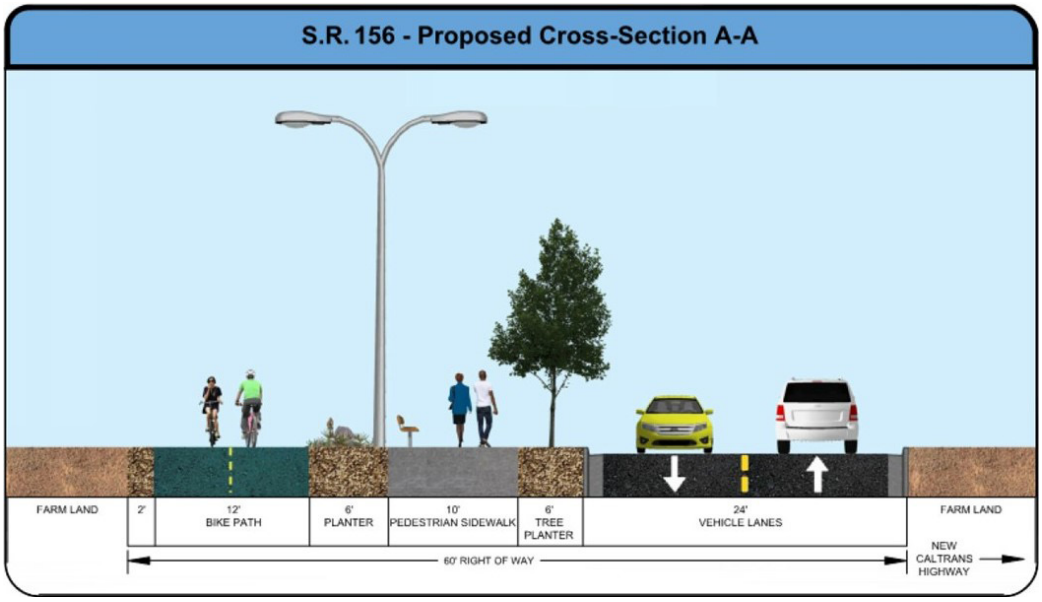


Fig 74. SR-156 Cross Section

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.

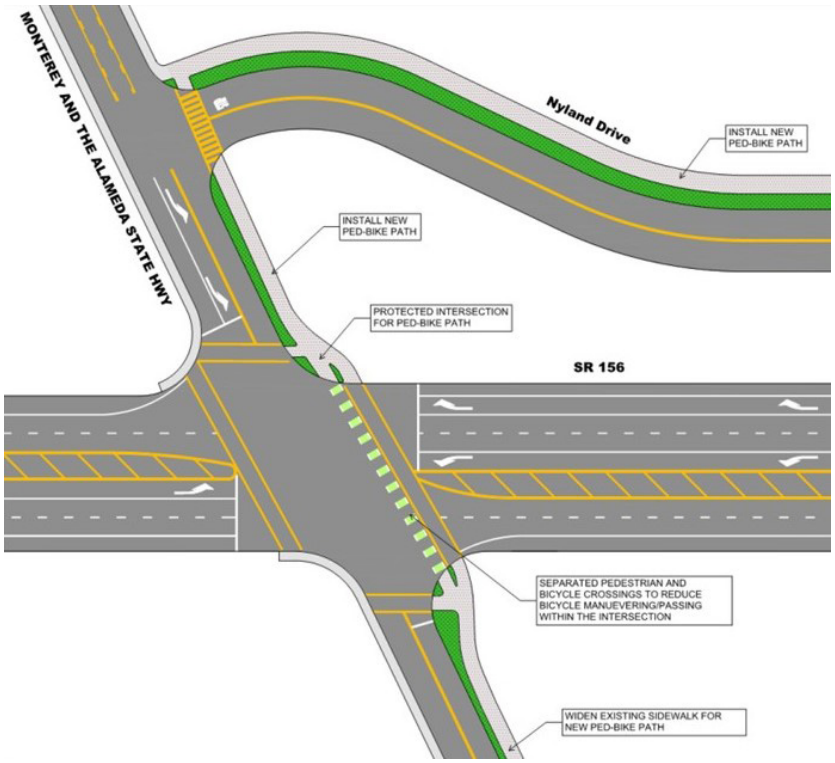


Fig 78. Recommended Alternative from the COG SR-156 Multi-Modal Enhancement Study

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

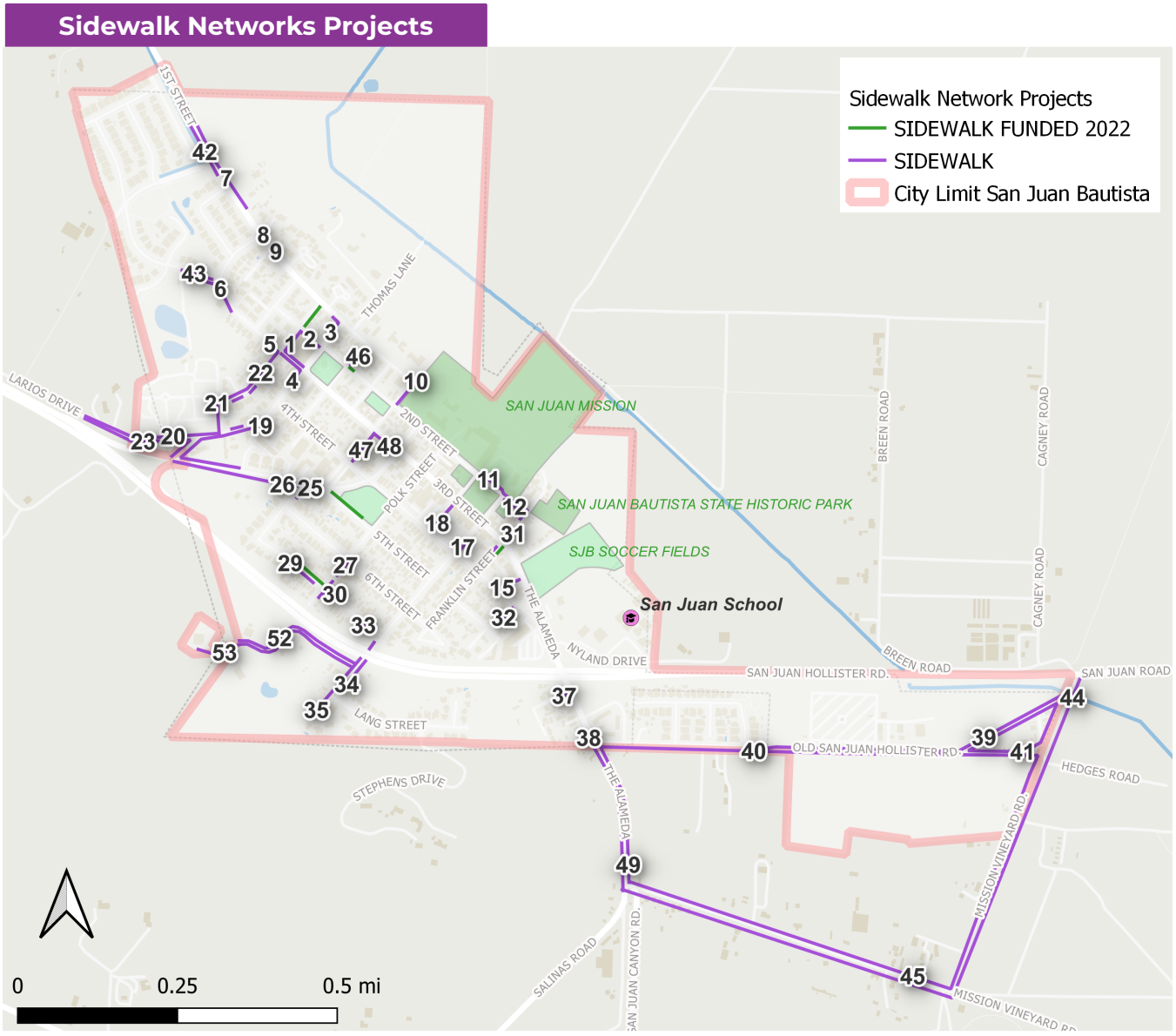
Fig 80. Aerial view of the proposed Cultural Trail and connections to the proposed Nyland Connector and San Juan Creek underpass

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.

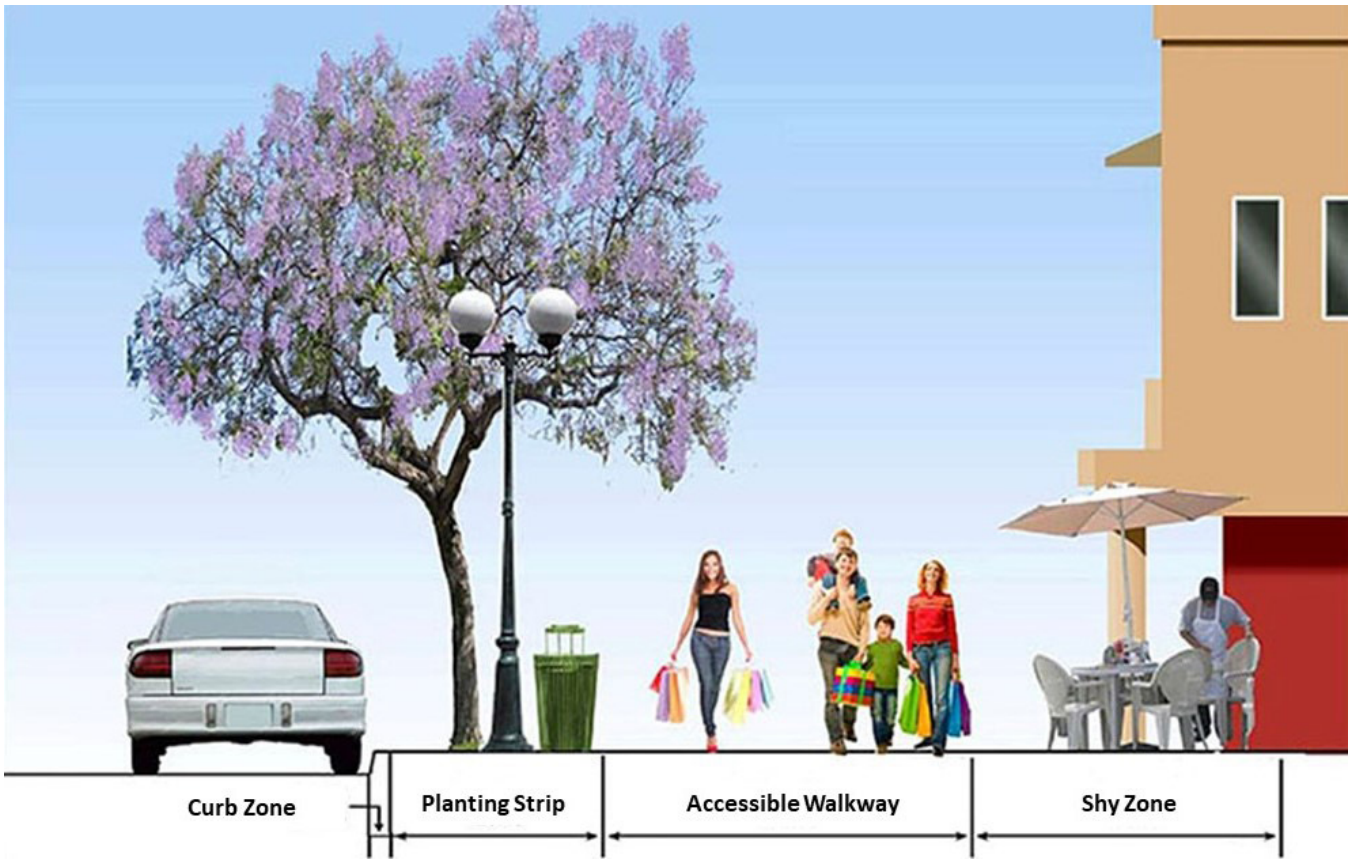


Fig 83. Sidewalk Zones, image courtesy of Federal Highway Administration (FHWA)

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)

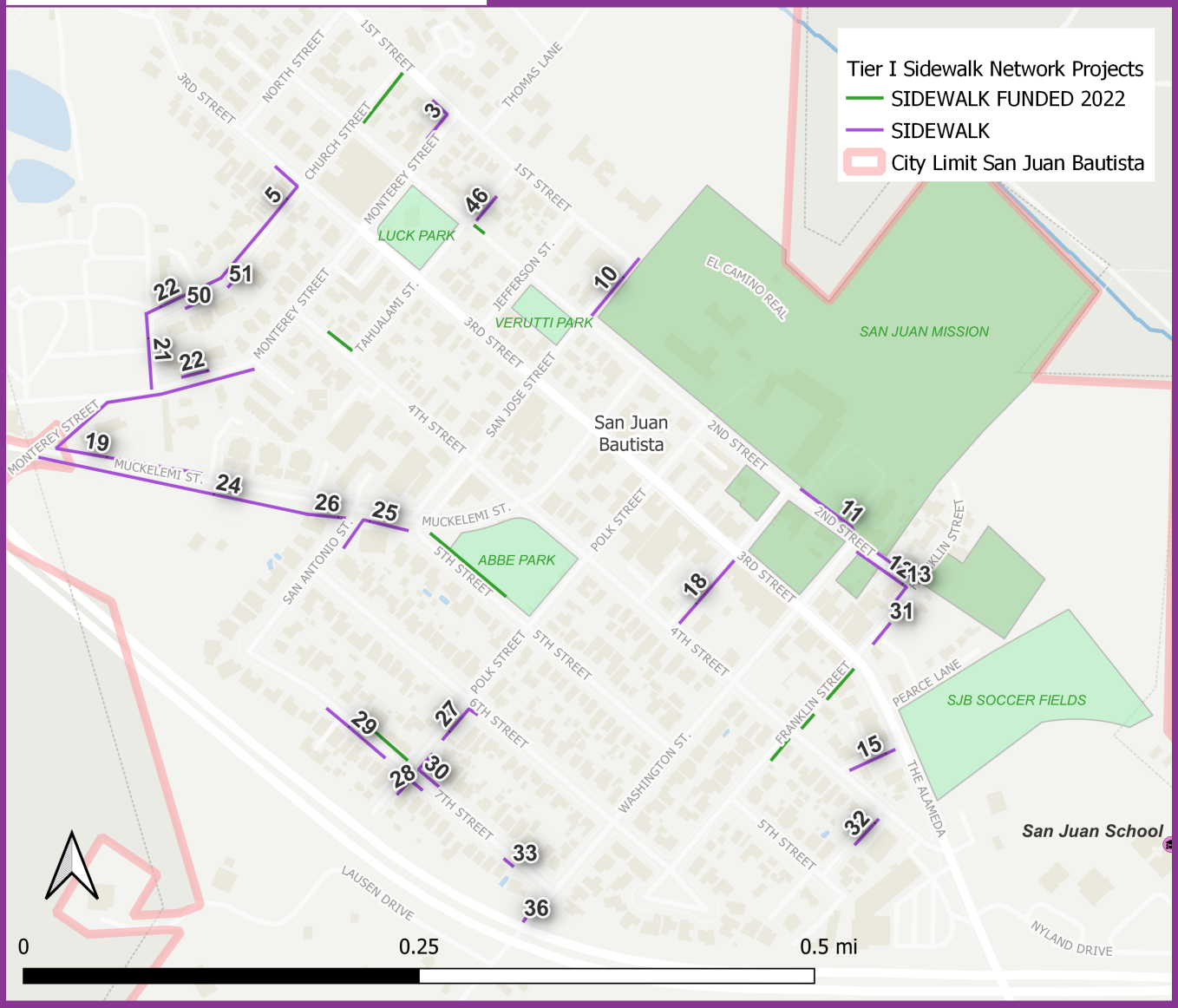
These are the sidewalk gaps within the traditional core of the City (everything east of Monterey and Church Streets on the west and north of SR-156). Tier 1 sidewalks should be the focus of near-term implementation and prioritized in coordination with needs identified in the City's ADA Transition Plan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



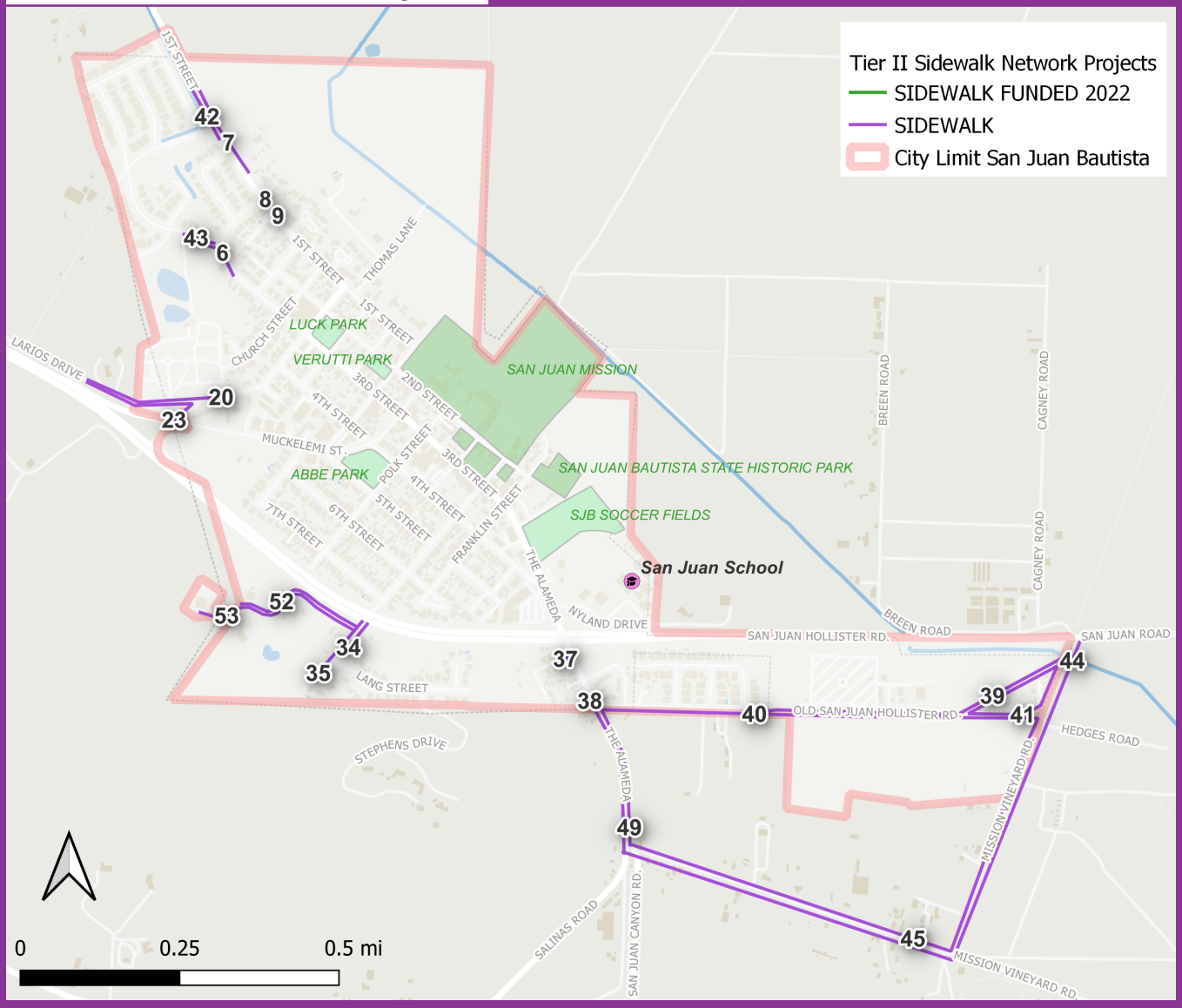
Map 14. ***Tier 1 Sidewalk Network Projects***

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

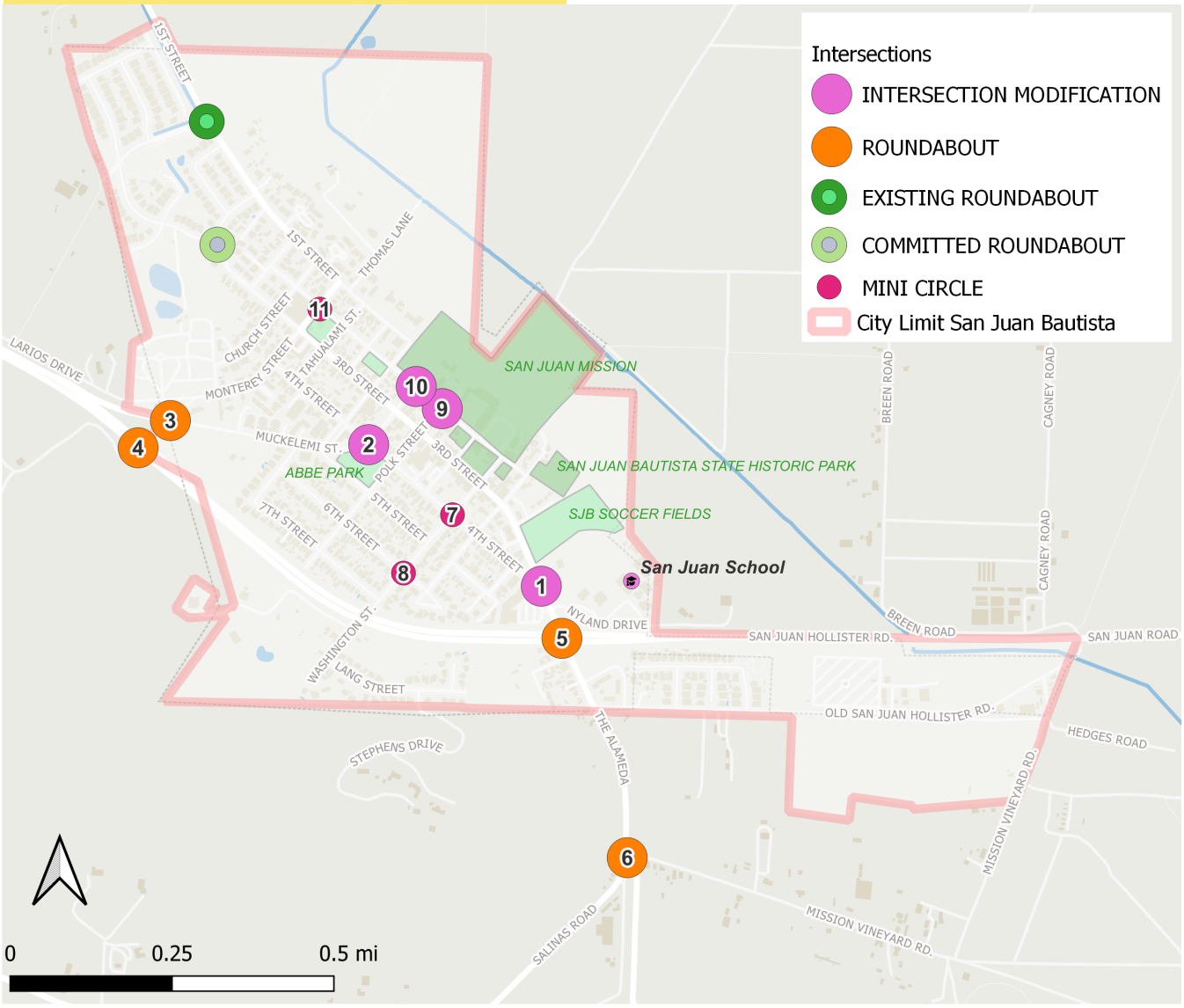
INTERSECTIONS

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

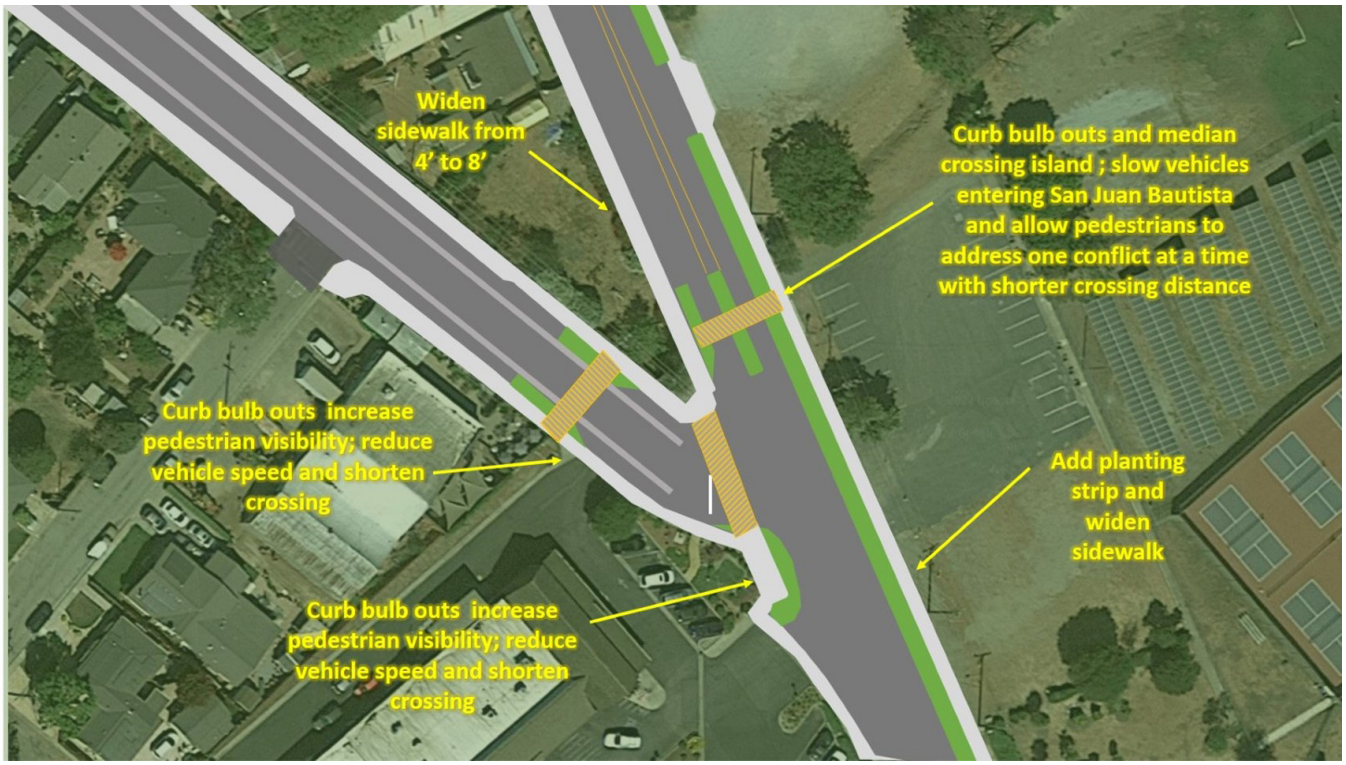


Fig 87. Intersection concept for the Muckelemi Street/4th Street intersection developed during the June charrette

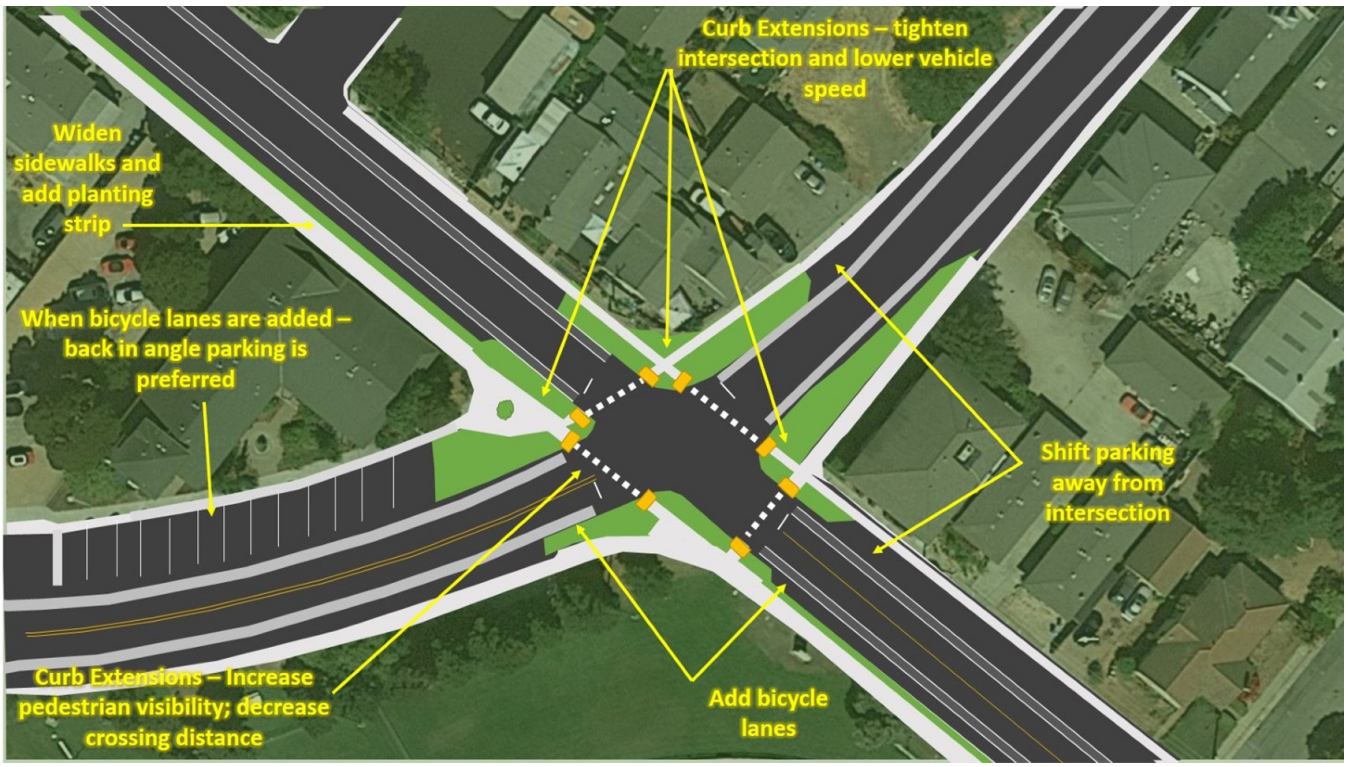


Fig 88. Intersection concept for the 4th Street / The Alameda intersection developed during the June charrette

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.

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

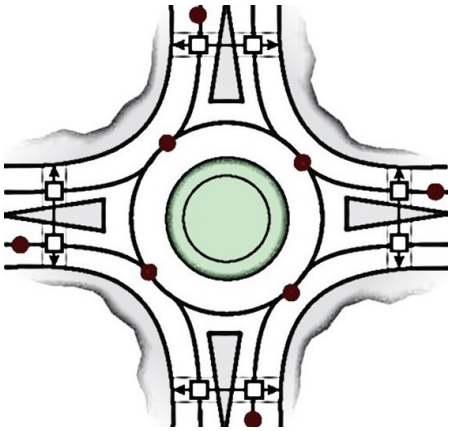


Fig 91. Roundabouts increase safety by reducing conflict for all users

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)***

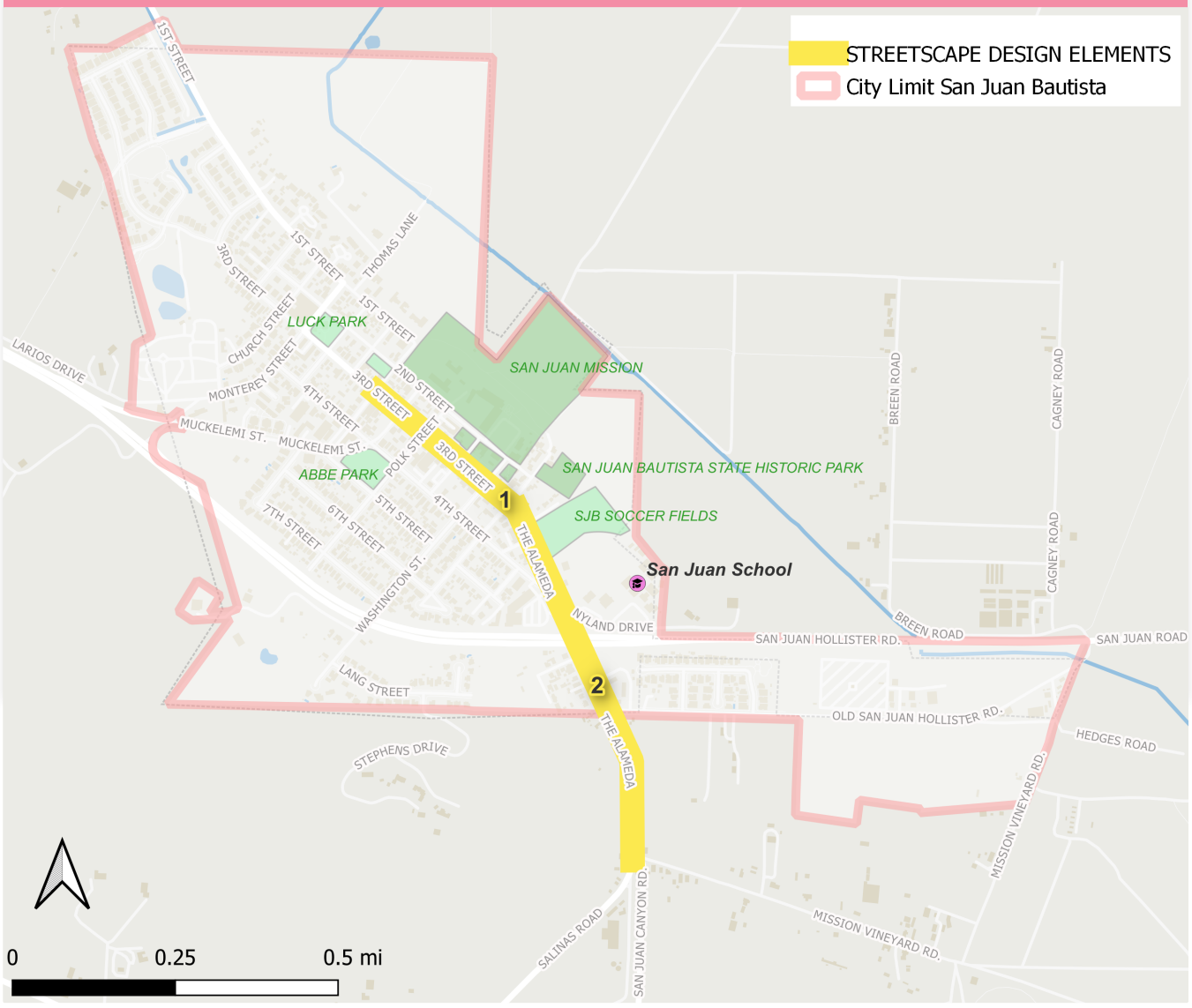
STREETSCAPE DESIGN

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

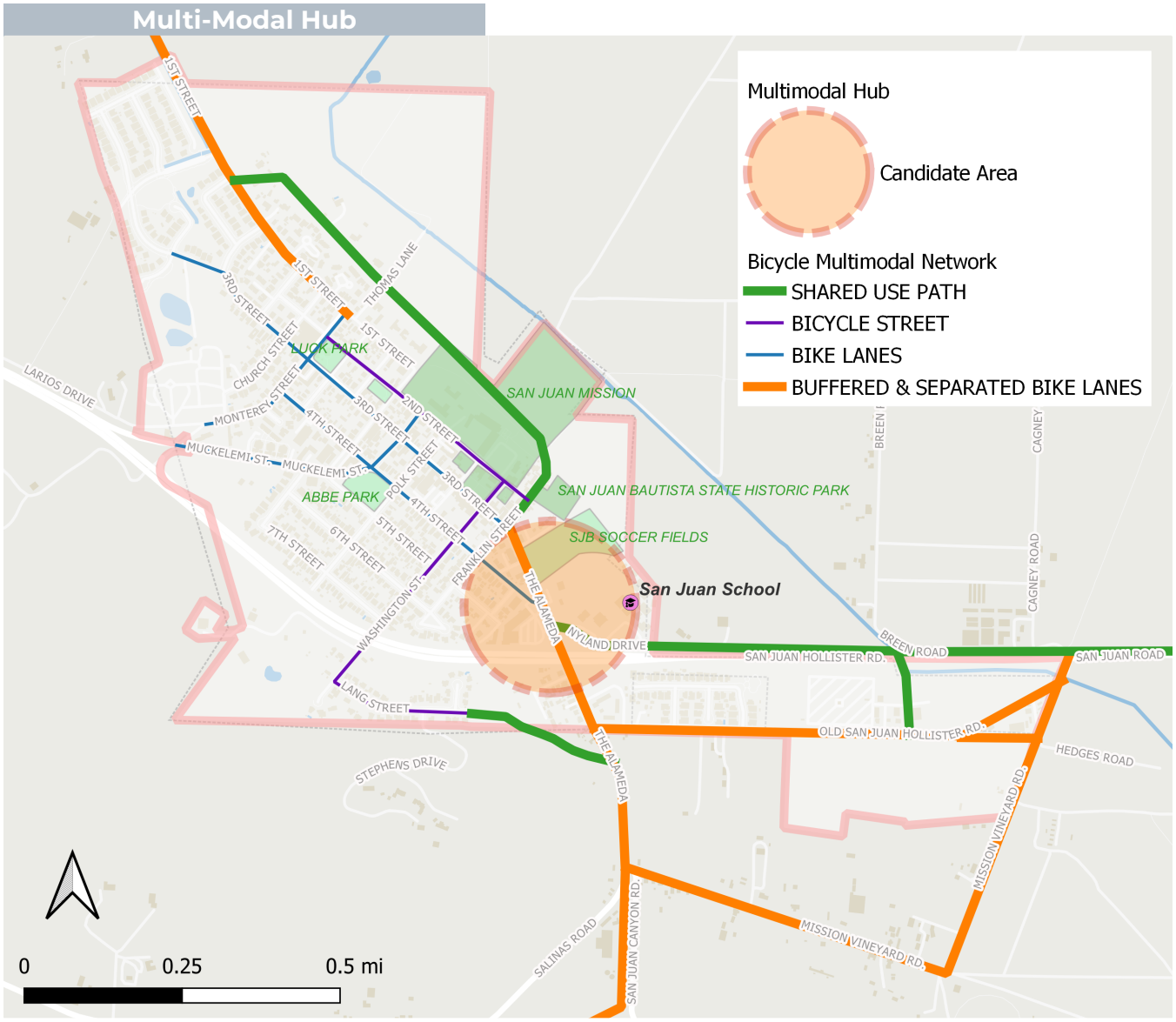
A first-class multi-modal transportation system benefits from a centralized multi-modal facility where all modes can connect. A multi-modal hub would provide an intermodal staging area to accommodate public transit, private buses, and an off-site staging area to reduce traffic in the downtown core. Developing 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.

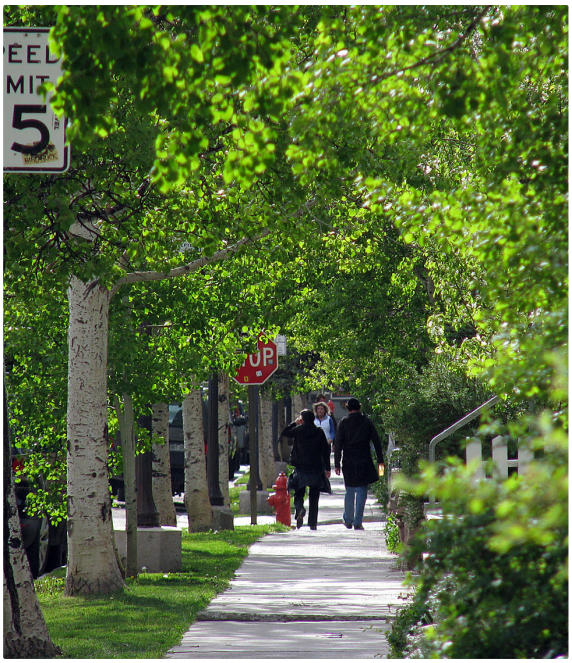


Fig 103. Telluride, CO

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

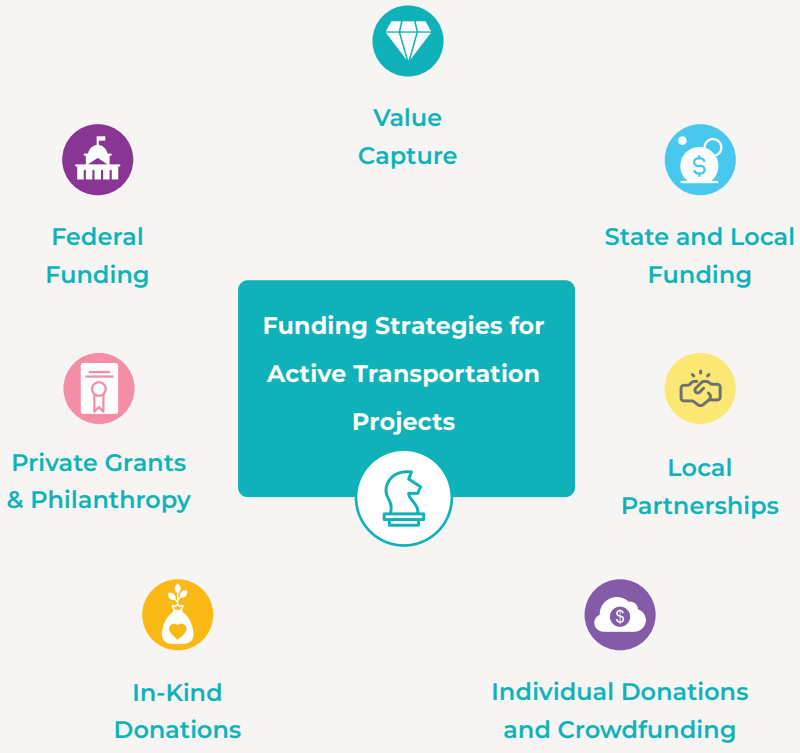
FUNDING STRATEGIES 3

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.

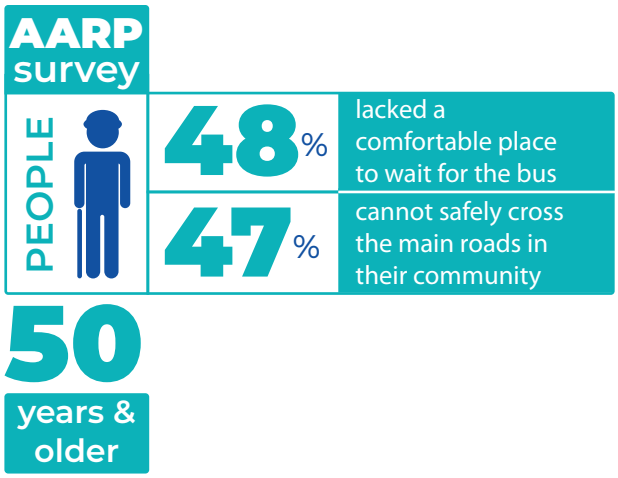


Fig 104. AARP Survey of Persons Over 50

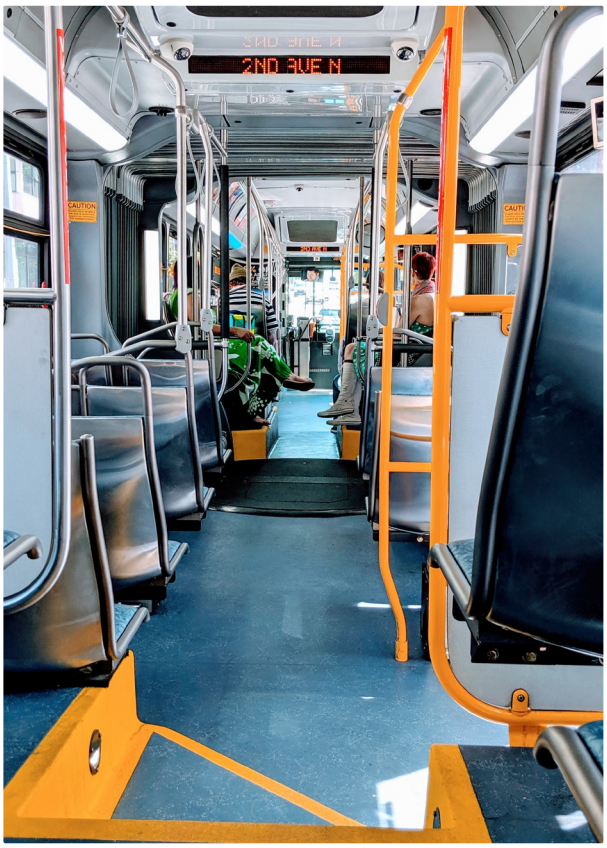


Fig 105. Public Transportation Bus Interior

[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.

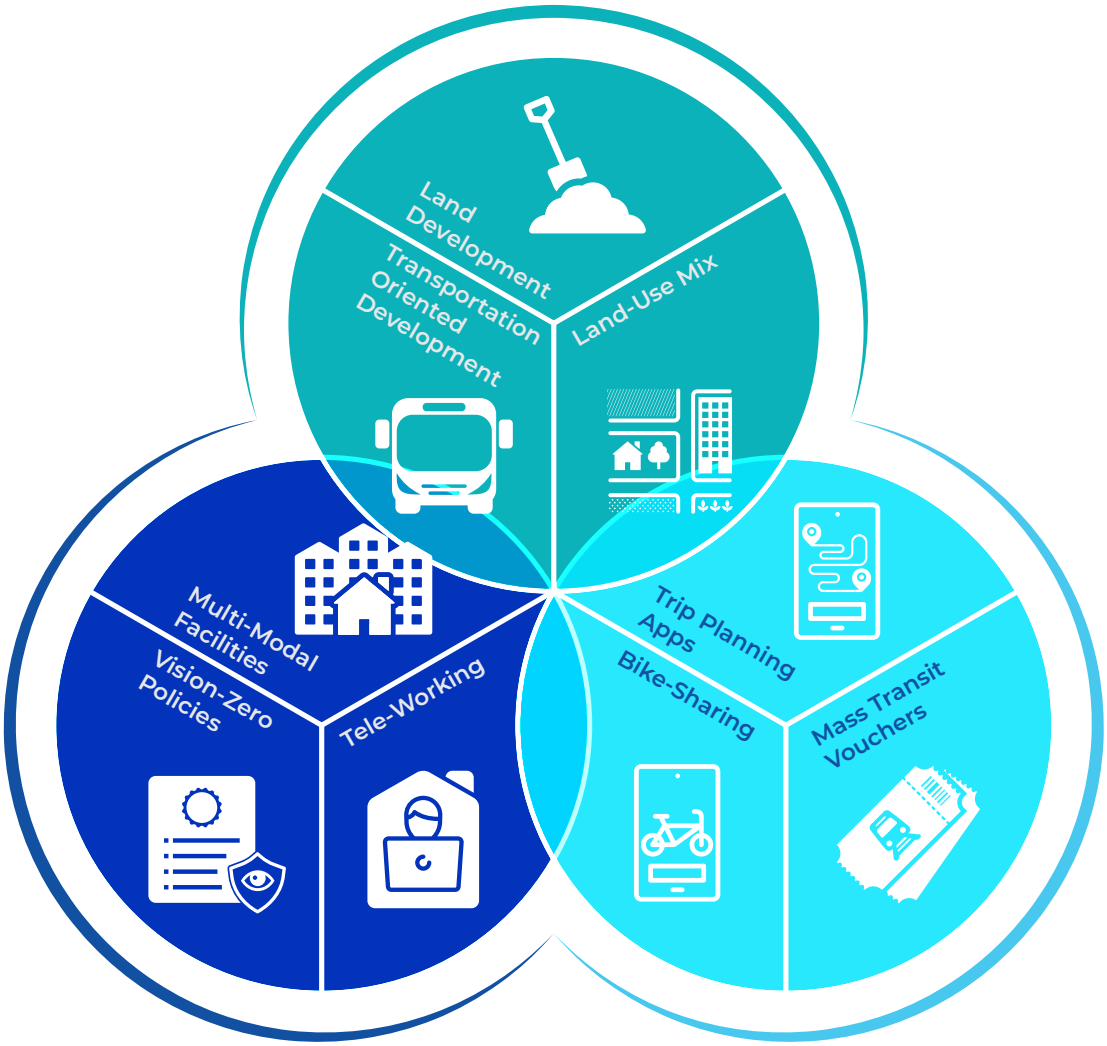


Fig 106. *TDM Infographic*

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.

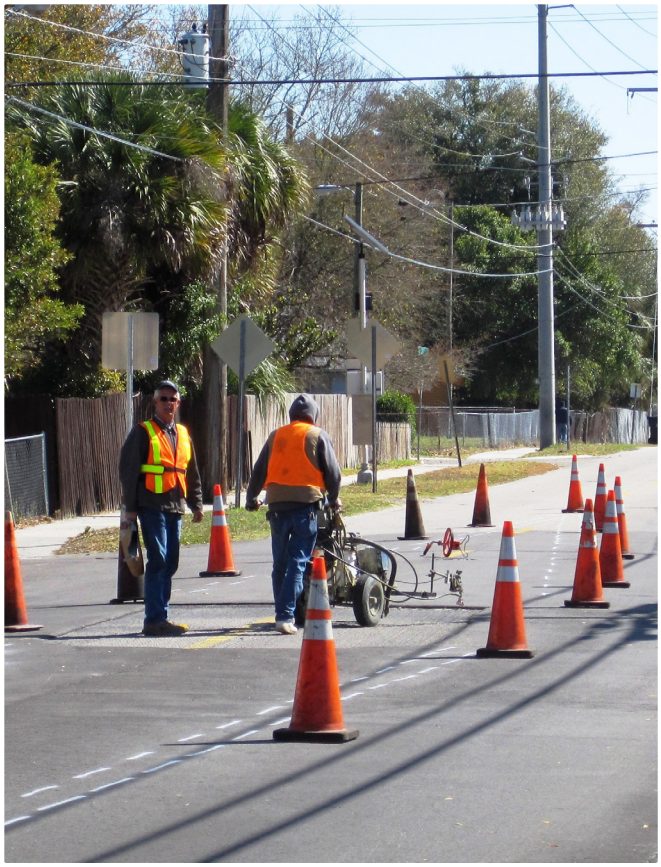


Fig 107. Street Repairs

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

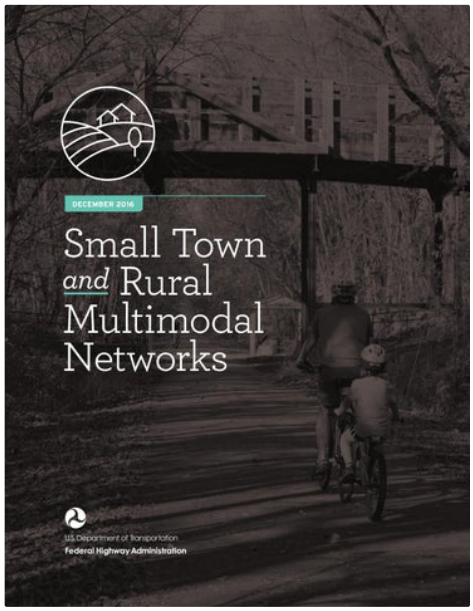
In April 2022, the San Benito County Arts Council sought California-based artists or artist teams to submit their qualifications to create and install a large-scale mural and other artistic elements, at the Washington Street Underpass in San Juan Bautista. The city could create an arts advisory committee 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

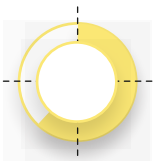
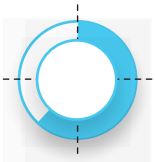
	Project Impact					Project Readiness			
	PRIORITIZATION CRITERIA / CONSIDERATIONS								
PROJECT	Connect to Business District and Key Destinations	Consistent with General Plan and/or Relevant Studies	Supports Equitable Approach	Supports Economic Development Goals	Enhances Regional Connectivity	Community 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

Bike 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

Bike 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
$ $ $ $ $

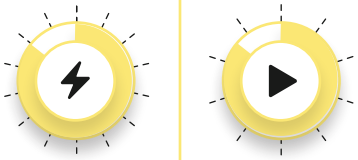
INTERSECTION PROJECTS

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**



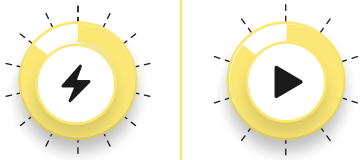
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

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**



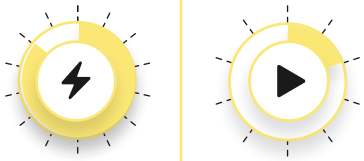
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

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



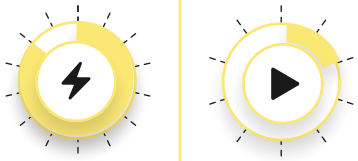
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

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



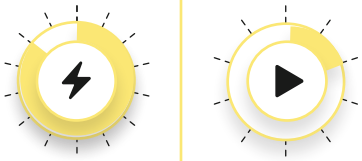
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

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



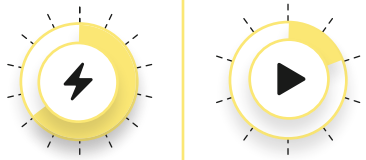
Project Timeline	Probable Cost
Short Range	$ $ $ $ $
Mid Range	
Long Range	

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

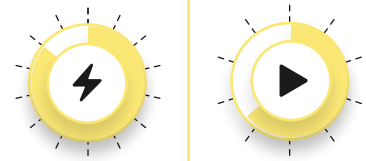
$ $ $ $ $

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

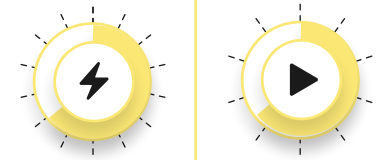
$ $ $ $ $

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

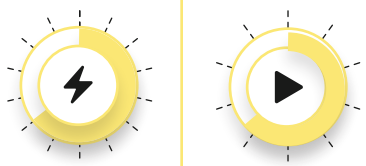
$ $ $ $ $

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

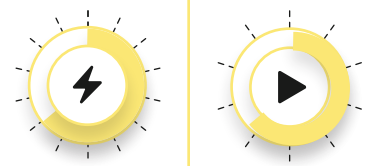
$ $ $ $ $

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

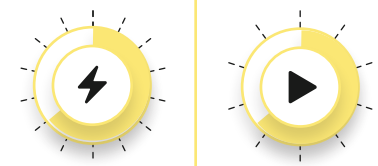
$ $ $ $ $

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

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

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

INF - Infrastructure NI - Non-infrastructure PLAN - Planning

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

C. TABLES

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.

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- Wanda Guibert, Board Member, San Juan Bautista Historical Society*

*Denotes member of the Project Advisory Group

PROJECT TEAM

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- CivicWell
- Blue Zones, LLC
- Urbë Studio
- Caltrans

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SAN JUAN BAUTISTA

ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

FEBRUARY 2023

CITY OF SAN JUAN BAUTISTA 1869

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Project ID Codes

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 I - Short Term
	Tier II - Long Term

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

Estimated Cost Summary by Project Type and Implementation Phase

		Phase	Total
PS	**Planning Studies**		
	Short-Term	**$ 850,000**	
	Mid-Term	**$ 500,000**	
	Planning Study Total		**$ 1,350,000**
MM	**Multimodal Bicycle Network**		
	Short-Term	**$ 2,339,530**	
	Mid-Term	**$ 8,319,879**	
	Long-Term	**$ 19,310,983**	
	Multimodal Bicycle Network Total		**$ 29,970,392**
INT	**Intersection Projects**		
	Short-Term	**$ 400,000**	
	Mid-Term	**$ 2,200,000**	
	Long-Term	**$ 11,500,000**	
	Intersection Project Total		**$ 14,100,000**
SW	**Sidewalk Gap Projects**		
	Tier I	**$ 484,211**	
	Tier II	**$ 2,735,516**	
	Sidewalk Gap Project Total		**$ 3,219,727**
	Estimated Plan Cost		**$ 48,640,119**

PS - Planning Studies
Short-Term

Project ID	Project Type	Location	Implementation	Recommendation	Cost	Cost Range	Project Details
PS-MM-HUB	PLANNING STUDY	SUPPORT MM-HUB	SHORT-TERM	Multimodal Hub Planning and Feasibility Study	**$ 325,000**	**$$$**	Planning and feasibility study to identify suitable location and design of a Multimodal Hub in the vicinity of SR-156 and the Alameda. Study will need to identify key partnerships and funding resources and planning should be coordinated with the Shared Use Path Network Study.
PS-MM-TRLS	PLANNING STUDY	SUPPORT SHARED USE PATHS MM-12; 13; 14; 15 & 18	SHORT-TERM	Multimodal Trail Network Study	**$ 175,000**	**$$**	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.
PS-SD 01 & 02	PLANNING STUDY	SUPPORT SD-01 & SD-02	SHORT-TERM	Community Streetscape Design and Engineering Study	**$ 350,000**	**$$$**	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**		

Planning Studies
Mid-Term

Project ID	Project Type	Location	Implementation	Recommendation	Cost	Cost Range	Project Details
PS-INT-04	PLANNING STUDY	SUPPORT INT-04	MID-TERM	Roundabout Feasibility Study SR 156 at Monterey Street	**$ 250,000**	**$$$**	Work with Caltrans to install a multilane roundabout (INT-04) consistent with the recommendations of the SR 156 Multimodal Enhancement Study.
PS-INT-05	PLANNING STUDY	SUPPORT INT-05	MID-TERM	Roundabout Feasibility Study SR 156 at The Alameda	**$ 250,000**	**$$$**	Work with Caltrans on a feasibility study and a detailed design to install a multilane roundabout (INT-05).
				Estimated Mid-Term Cost	**$ 500,000**		
				Estimated Plan Cost	**$ 1,350,000**		

MM - Multi-modal Bicycle Network

Short Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details	Additional Notes
MM-02	BIKE LANES	MUCKELEMI STREET	SHORT-TERM	Bicycle lane restriping	0.43	**$ 64,029**	**$**	Bike lanes should be added the next time Muckelemi Street is resurfaced, providing bicycling access between the west edge of the City and downtown. Bike lanes can be achieved by restriping for most of the length, but pavement reconstruction will be necessary at the west end. Between 4th Street and 2nd Street, this project should be a bicycle street, without dedicated lanes.	Restripe for bicycle lanes with the next resurfacing project, including surfacing of the damaged shoulder at the west end: Assume restriping for 784 feet from west of San Antonio Street to 4th Street. Assume bike lanes end halfway between 4th Street and 3rd Street where the street width narrows; after that facility will be a bicycle street.
MM-03	BIKE LANES	4TH STREET	SHORT-TERM	Bicycle lane restriping	0.53	**$ 79,665**	**$**	4th Street can be restriped for bike lanes by removing the centerline and eliminating parking from one side of the street. Parking removal could switch sides based on parking demand and to create a chicane effect to reduce travel speeds for motorists.	Curb to curb width varies from 40 feet to 42 feet; restripe by removing parking from one side of the street.
MM-04	BIKE LANES	3RD STREET	SHORT-TERM	Bicycle lane restriping	0.70	**$ 104,441**	**$$**	Bicycle lanes can be provided on 3rd Street via restriping, by either removing parking from one side or maintining 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.
MM-05A	SEPARATED BIKE LANES	THE ALAMEDA	SHORT-TERM	Buffered bicycle lane restriping	0.34	**$ 64,413**	**$**	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.
MM-05B	SEPARATED BIKE LANES	THE ALAMEDA	SHORT-TERM	Bicycle lane widening	0.23	**$ 1,613,553**	**$$$$**	See above	Widen from 24 feet to 38 feet; assume 14 feet of widening. Cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane.
MM-06	BICYCLE STREET	WASHINGTON STREET/LANG STREET	SHORT-TERM	Bicycle Street	0.64	**$ 25,660**	**$**	Converting Washington Street and Lang Street to a bicycle street provides better access for residents of the Lang Street neighborhood in the short term. Long term, with Lang Street connected via a street or shared use path, this bicycle street provides a grade crossing of SR 156 for bicyclists.	
MM-07	SEPARATED BIKE LANES	FIRST AVE/SAN JUAN HIGHWAY	SHORT-TERM	Bicycle lane restriping	2.48	**$ 371,458**	**$$$**	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.
MM-19	BICYCLE STREET	2ND STREET FRANKLIN TO MONTEREY	SHORT-TERM	Bicycle Street	0.41	**$ 16,311**	**$**	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

Multi-modal Bicycle Network
Mid Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details	Additional Notes
MM-01A	BIKE LANES	MONTEREY STREET	MID-TERM	Bicycle lane restriping	0.30	**$ 44,998**	**$**	Larios Drive to 1st Street: Bike lanes should be added the next time Monterey Street is resurfaced, providing bicycling access between the west edge of the City and the growing north part of the City. Bike lanes can be achieved by restriping for most of the length, but some parking removal will be necessary; pavement widening will be necessary from Muckelemi Street to Larios Drive. (See MM-01B Long-Term Implementation)	Assume restriping and removal of all parking from Larios Drive to Merentis Circle (540 feet). Assume restriping and removal of one side parking from Merentis Circle to 1st Street (1,050 feet).
MM-08	SEPARATED BIKE LANES	COTTAGE COACH ROAD CONNECT ANZA TRAIL HEAD	MID-TERM	Buffered Bicycle Lane Widening	0.34	**$ 2,045,455**	**$$$$$**	Providing buffered lanes here provides a comfortable route to the Anza Trailhead, achieved through widening the existing pavement. Long term a shared use path on the east side should be implemented.	Estimate is for widening, although this project could be a bicycle street or shared street for all users once south of the seafood plant. Widen from 22 feet to 34 feet; assume 12 feet of widening. Cross section 5' bike lane - 2' buffer - 10' travel lane - 10' travel lane - 2' buffer - 5' bike lane.
MM-12	SHARED USE PATH	SIDEPATH NEW SR-156 SERVICE ROAD	MID-TERM	Shared Use Path	3.38	**$ 3,375,551**	**$$$$$**	The existing SR 156 will transition to a service road as new SR 156 is completed. A shared use path should be installed on the north side of the new service road providing a connector to Hollister.	This recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.
MM-13	SHARED USE PATH	LANG STREET TO THE ALAMEDA	MID-TERM	Shared Use Path	0.24	**$ 242,494**	**$$$**	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.	
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**	**$$$$**	A shared use path along the north side of Nyland Drive, along the north side of SR-156, and placed between Breen Road and SR-156; extended to Cagney Road. This path should cross the new SR-156 frontage road to connect to the new SR 156 Sidepath to Hollister, completing the bicyclist and pedestrian connection between San Juan Bautista and Hollister. This project includes construction of a structure over San Juan Creek; see MM-14B below.	Path portion
MM-14B	SHARED USE PATH	NYLAND DRIVE THE ALAMEDA TO BREEN ROAD	MID-TERM	Path Structure	1	**$ 1,000,000**	**$$$$**	See MM-14A above	Bridge over San Juan Creek
MM-18	SHARED USE PATH	CAMINO REAL/CUTURAL TRAIL FROM FIRST STREET TO FRANKLIN	MID-TERM	Shared Use Path	0.82	**$ 815,926**	**$$$$**	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**			

Multi-modal Bicycle Network

Long Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details	Additional Notes
MM-01B	BIKE LANES	MONTEREY STREET	LONG-TERM	Bicycle lane widening	0.05	**$ 136,364**	**$$**	Muckelemi Street to Larios Drive: See MM-01A (Mid-Term Implementation).	Assume 6' average widening from Muckelemi Street to Larios Drive (240 feet).
MM-09	SEPARATED BIKE LANES	MISSION VINEYARD ROAD	LONG-TERM	Buffered Bicycle Lane Widening	1.07	**$ 10,705,777**	**$$$$$**	Mission Vineyard Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 18 feet wide; 20 feet of widening.
MM-10	SEPARATED BIKE LANES	OLD SJ HOLLISTER ROAD	LONG-TERM	Buffered Bicycle Lane Widening	0.76	**$ 6,119,470**	**$$$$$**	San Juan Hollister Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 22 feet wide. 16 feet of widening. Designs may need to be developed to This recommendation within Caltrans right of way would require additional study, community engagement, and review and approval by Caltrans.
MM-11	SEPARATED BIKE LANES	OLD SJ-HOLLISTER ROAD (CONNECT TO HEDGES)	LONG-TERM	Buffered Bicycle Lane Widening	0.12	**$ 1,213,239**	**$$$$**	San Juan Hollister Road should be resurfaced and widened to 38 feet as part of any development of the adjacent properties, allowing for buffered bicycle lanes.	Assume widening to 38 feet; cross section 6' bike lane - 3' buffer - 10' travel lane - 10' travel lane - 3' buffer - 6' bike lane; existing pavement averages about 18 feet wide. 20 feet of widening.
MM-15A	SHARED USE PATH	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER	LONG-TERM	Shared Use Path	0.14	**$ 136,134**	**$$**	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.	
MM-15B	SHARED USE PATH	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER	LONG-TERM	Path Structure	1	**$ 1,000,000**	**$$**	See MM-15A above.	Improvements to SR-156 underpass to install path (retaining walls, flood walls, etc.).
MM-HUB	FUTURE MULTIMODAL HUB	VICINITY OF SR 156 AND THE ALAMEDA	LONG-TERM			**TBD**	**TBD**	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**			
				Estimated Plan Cost		**$ 29,970,392**			

INT - Intersection Projects
Short-Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
INT-01	INTERSECTION MODIFICATION	4TH STREET AT THE ALAMEDA	SHORT-TERM	Intersection modificatio	1	**$ 200,000**	**$$**	Tighten intersection with curb extensions and high visibility crosswalks. A pilot demonstration can be installed with temporary materials prior to full implementation.
INT-02	INTERSECTION MODIFICATION	MUCKELEMI STREET AT 4TH STREET	SHORT-TERM	Intersection modificatio	1	**$ 200,000**	**$$**	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**		

Intersection Projects
Mid-Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
INT-03	ROUNDABOUT	MUCKELEMI STREET AT MONTEREY STREET	MID-TERM	Small Roundabout	1	**$ 1,500,000**	**$$$$**	A small single lane roundabout should be installed as a traffic calming gateway feature on the city's western edge.
INT-07	MINI CIRCLE	4TH STREET AT WASHINGTON STREET	MID-TERM	Mini-circle	1	**$ 100,000**	**$$**	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.
INT-08	MINI CIRCLE	6TH STREET AT WASHINGTON STREET	MID-TERM	Mini-circle	1	**$ 100,000**	**$$**	This mini circle would reduce speeds through the intersection for motor vehicles with yield control on all entries for efficient movements for motorists and bicyclists. The circle would facilitate Washington Street as a bicycle street.
INT-09	INTERSECTION MODIFICATION	2ND STREET AT POLK STREET	MID-TERM	Intersection modificatio	1	**$ 200,000**	**$$**	Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.
INT-10	INTERSECTION MODIFICATION	2ND STREET AT MUCKELEMI STREET	MID-TERM	Intersection modificatio	1	**$ 200,000**	**$$**	Installing curb extensions and high visibility crosswalks at this location provides traffic calming and facilitates 2nd Street as a bicycle street.
INT-11	MINI CIRCLE	2ND STREET AT MONTEREY STREET	MID-TERM	Mini-circle	1	**$ 100,000**	**$$**	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**		

Intersection Projects
Long-Term

Project ID	Project Type	Location	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
INT-04	ROUNDABOUT	SR-156 AT MONTEREY STREET	LONG-TERM	Large Roundabout	1	**$ 5,000,000**	**$$$$$**	Work with Caltrans to install a multilane roundabout consistent with the recommendations of the SR 156 Multimodal Enhancement Study.
INT-05	ROUNDABOUT	THE ALAMEDA AT SR-156	LONG-TERM	Large Roundabout	1	**$ 5,000,000**	**$$$$$**	Work with Caltrans on a feasibility study and a detailed design to install a multilane roundabout.
INT-06	ROUNDABOUT	THE ALAMEDA AT MISSION VINEYARD ROAD	LONG-TERM	Small Roundabout	1	**$ 1,500,000**	**$$$$**	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**		
				Estimated Plan Cost		**$ 14,100,000**		

Project ID	Project Type	Location	Sidewalk Side	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
SW-03	SIDEWALK	1ST STREET AND MONTEREY	S	TIER I	Sidewalk	0.03	$ **7,837**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-05	SIDEWALK	3RD STREET [S] AND CHURCH [W]	SW	TIER I	Curb and Sidewalk	0.03	$ **15,152**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-10	SIDEWALK	SAN JOSE STREEET [1ST-2ND]	E	TIER I	Curb and Sidewalk	0.05	$ **22,702**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-11	SIDEWALK	2ND STREET [FRANKLIN-MARIPOSA]	N	TIER I	Curb and Sidewalk	0.09	$ **45,814**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-12	SIDEWALK	2ND STREET[FRANKLIN-WASHINGTON]	S	TIER I	Curb and Sidewalk	0.04	$ **18,907**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-13	SIDEWALK	FRANKLIN STREET [2ND-3RD]	W	TIER I	Sidewalk	0.01	$ **2,479**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-14	SIDEWALK	PEARCE STREET [4TH-ALAMEDA]	S	TIER I	Sidewalk	0.03	$ **7,492**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-17	SIDEWALK	MARIPOSA STREET [3RD-4TH]	E	TIER I	Curb and Sidewalk	0.05	$ **25,491**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-18	SIDEWALK	MONTEREY [MUCKELEMI-MERENTS]	E	TIER I	Curb and Sidewalk	0.23	$ **115,520**	$$	Near term priority based informed by ADA Transition plan update priorities.
SW-20	SIDEWALK	CHURCH STREET S. [MONTEREY-CHURCH]	W	TIER I	Sidewalk	0.05	$ **11,770**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-21	SIDEWALK	CHURCH STREET [CHURCH S.-3RD/SW-07]	W	TIER I	Sidewalk	0.10	$ **24,240**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-22	SIDEWALK	MONTEREY STREET [EAST OF CHURCH S.]	N	TIER I	Sidewalk	0.02	$ **4,056**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-24	SIDEWALK	MUCKELEMI [SAN ANTONIO-MONTEREY]	SE	TIER I	Curb and Sidewalk	0.17	$ **86,557**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-25	SIDEWALK	SAN ANTONIO STREET [E] AND MUCKELEMI STREET	SE	TIER I	Sidewalk	0.05	$ **12,393**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-26	SIDEWALK	MUCKELEMI [WEST OF SAN ANTONIO]	S	TIER I	Curb and Sidewalk	0.02	$ **11,585**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-27	SIDEWALK	POLK STREET [E] AND 6TH STREET [S]	SE	TIER I	Sidewalk	0.03	$ **7,713**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-28	SIDEWALK	POLK STREET [E] AND 7TH STREET [S]	SE	TIER I	Sidewalk	0.02	$ **5,225**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-29	SIDEWALK	7TH STREET [POLK-SAN ANTONIO]	S	TIER I	Sidewalk	0.05	$ **11,725**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-30	SIDEWALK	POLK STREET [E] AND 7TH STREET [N]	NE	TIER I	Sidewalk	0.03	$ **7,143**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-31	SIDEWALK	FRANKLIN STREET [2ND-3RD]	E	TIER I	Sidewalk	0.02	$ **3,938**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-32	SIDEWALK	MISSION STREET [4TH-5TH]	E	TIER I	Curb and Sidewalk	0.02	$ **10,301**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-33	SIDEWALK	7TH STREET [WASHINGTON-POLK]	S	TIER I	Sidewalk	0.01	$ **1,586**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-36	SIDEWALK	WASHINGTON STREET [7TH-SR-156 BRIDGE]	W	TIER I	Curb and Sidewalk	0.01	$ **6,147**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-46	SIDEWALK	TAHUALAMI STREET [1ST-2ND]	E	TIER I	Curb and Sidewalk	0.02	$ **9,127**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-50	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER I	Sidewalk	0.01	$ **3,661**	$	Near term priority based informed by ADA Transition plan update priorities.
SW-51	SIDEWALK	CHURCH STREET [CHURCH S.-3RD]	E	TIER I	Curb and Sidewalk	0.01	$ **5,651**	$	Near term priority based informed by ADA Transition plan update priorities.
					Estimated Tier I Cost		$ **484,211**		

Sidewalk Gaps

Project ID	Project Type	Location	Sidewalk Side	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details

Tier II

Project ID	Project Type	Location	Sidewalk Side	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
SW-06	SIDEWALK	3RD STREET [DONNER-TRAILSIDE]	S	TIER II	Curb and Sidewalk	0.10	**$ 51,650**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-07A	SIDEWALK	1ST STREET[ROAD B - CITY LIMIT]	N	TIER II	Sidewalk	0.08	**$ 19,413**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-07B	SIDEWALK	1ST STREET[ROAD B - CITY LIMIT]	N	TIER II	Curb and Sidewalk	0.13	**$ 65,152**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-08	SIDEWALK	1ST STREET [OPP DONNER]	N	TIER II	Sidewalk	0.02	**$ 4,684**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-09	SIDEWALK	1ST STREET [ROAD B-VIA SERRA]	N	TIER II	Curb and Sidewalk	0.01	**$ 2,723**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-19	SIDEWALK	MONTEREY STREET AND LARIOS DRIVE [ROAD G-CHURCH]	N	TIER II	Sidewalk	0.22	**$ 54,124**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-23	SIDEWALK	LARIOS DRIVE [MUCKELEMI AROUND VFW-ROAD G]	SW	TIER II	Curb and Sidewalk	0.21	**$ 106,287**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-34	SIDEWALK	WASHINGTON STREET [SR-156 BRIDGE-LANG STREET]	E	TIER II	Curb and Sidewalk	0.06	**$ 29,270**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-35	SIDEWALK	WASHINGTON STREET [SR-156 BRIDGE-END]	W	TIER II	Curb and Sidewalk	0.12	**$ 59,597**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-37	SIDEWALK	LANG STREET [EAST OF ALAMEDA]	S	TIER II	Sidewalk	0.01	**$ 3,112**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-38	SIDEWALK	THE ALAMEDA [OLD SJ-HOLL-SALINAS]]	W	TIER II	Curb and Sidewalk	0.25	**$ 125,159**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-39	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [HACIENDA LEAL DRIVE-MIS. VIN.]	N	TIER II	Curb and Sidewalk	0.49	**$ 247,285**	**$$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-40	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [ALAMEDA-MIS. VIN.]	S	TIER II	Curb and Sidewalk	0.72	**$ 357,978**	**$$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-41	SIDEWALK	OLD SAN JUAN-HOLLISTER ROAD [INNER TRIANGLE AT MIS. VIN.]	NA	TIER II	Curb and Sidewalk	0.34	**$ 170,968**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-42	SIDEWALK	1ST STREET [LAVAGNINO-CITY LIMIT]	W	TIER II	Curb and Sidewalk	0.15	**$ 73,515**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-43	SIDEWALK	3RD STREET [DONNER-TRAILSIDE]	N	TIER II	Curb and Sidewalk	0.05	**$ 24,247**	**$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.

Project ID	Project Type	Location	Sidewalk Side	Implementation	Recommendation	Miles	Cost	Cost Range	Project Details
SW-44	SIDEWALK	MISSION VINEYARD ROAD [ALAMEDA-SR-156]	SE	TIER II	Curb and Sidewalk	1.08	**$ 540,082**	**$$$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-45	SIDEWALK	MISSION VINEYARD ROAD [ALAMEDA-OLD SJH.]	NW	TIER II	Curb and Sidewalk	0.89	**$ 443,267**	**$$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-49	SIDEWALK	THE ALAMEDA [OLD SJ/HOL.-MISSION VINEYARD]	E	TIER II	Curb and Sidewalk	0.22	**$ 108,994**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-52	SIDEWALK	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	N	TIER II	Curb and Sidewalk	0.21	**$ 107,477**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
SW-53	SIDEWALK	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]	S	TIER II	Curb and Sidewalk	0.28	**$ 140,532**	**$$**	Longer term priority, or addressed based on reconstruction or development opportunities and ADA Transition plan priorities.
					Estimated Tier II Cost		**$ 2,735,516**		
					Estimated Plan Cost		**$ 3,219,727**		

SD - Streetscape Design Projects

Long Term

Project ID	Project Type	Location	Recommendation	Miles	Cost	Cost Range	Project Details
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	**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.
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	**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.

SAN JUAN BAUTISTA
The City of History

Active Transportation and Community Connectivity Plan

Appendix: Maps

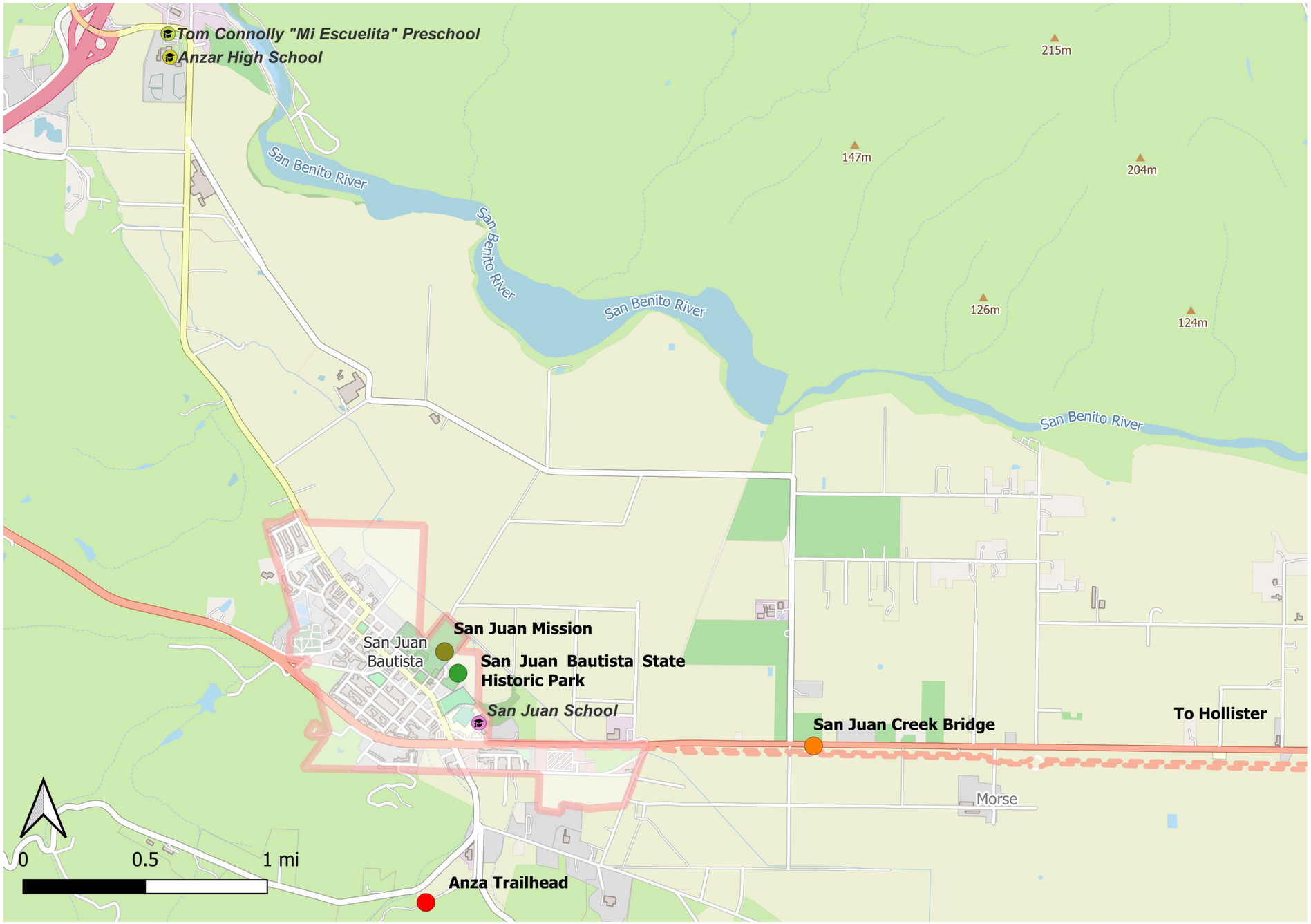
February 2023

CIVICWELL

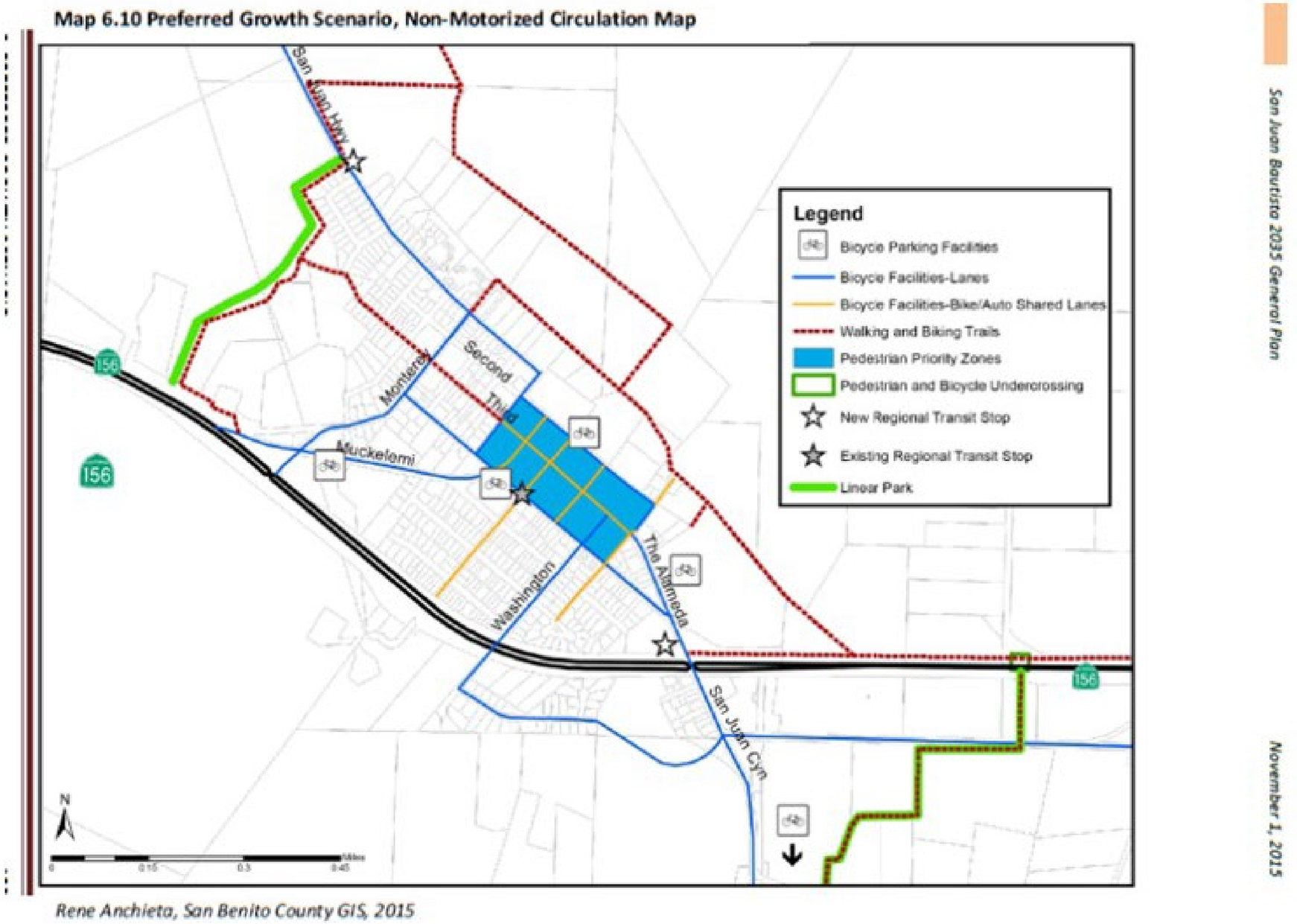
BLUE ZONES®

With Funding Support from a Caltrans Sustainable Communities Planning Grant

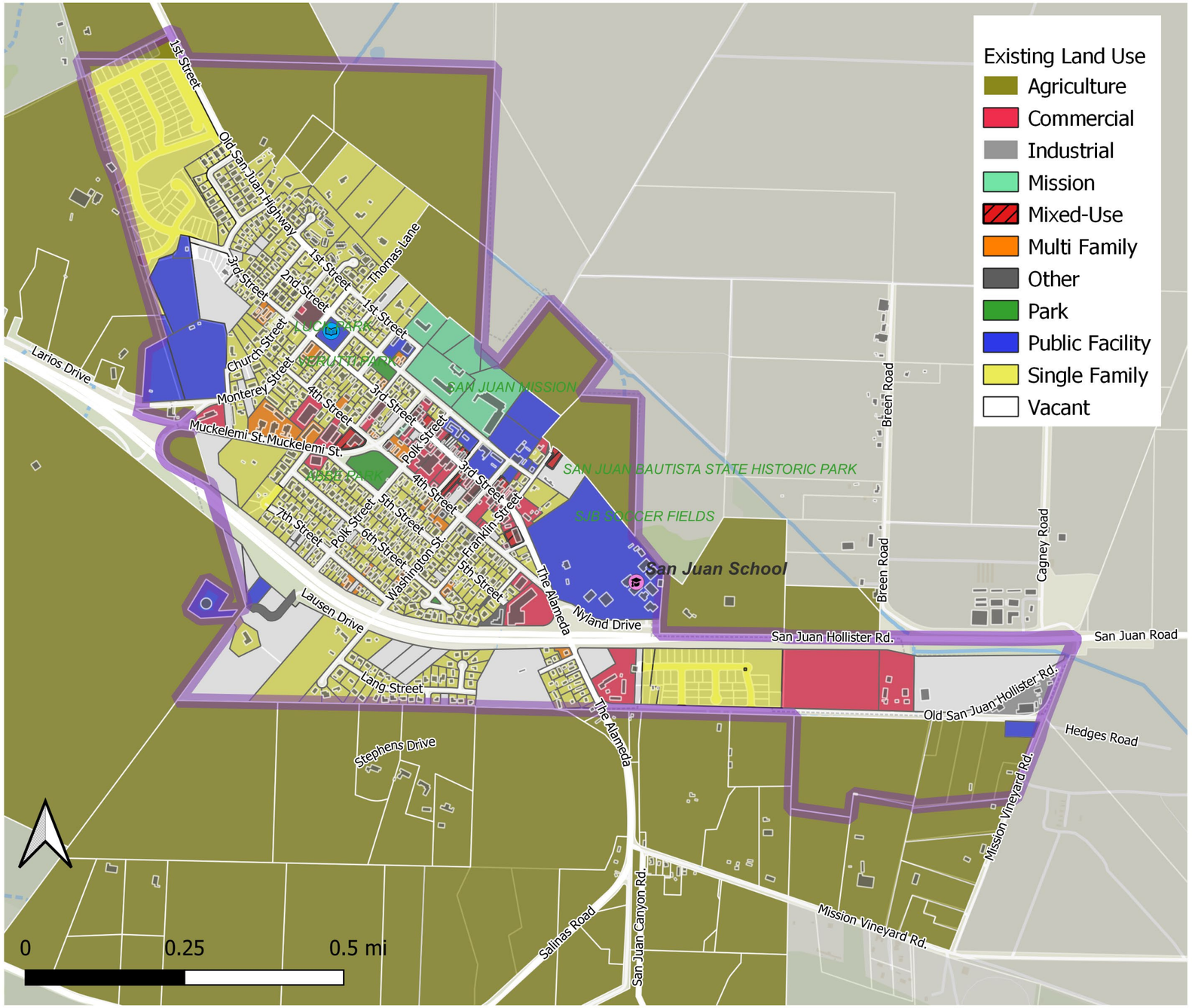
Map 1. San Juan Bautista Study Area



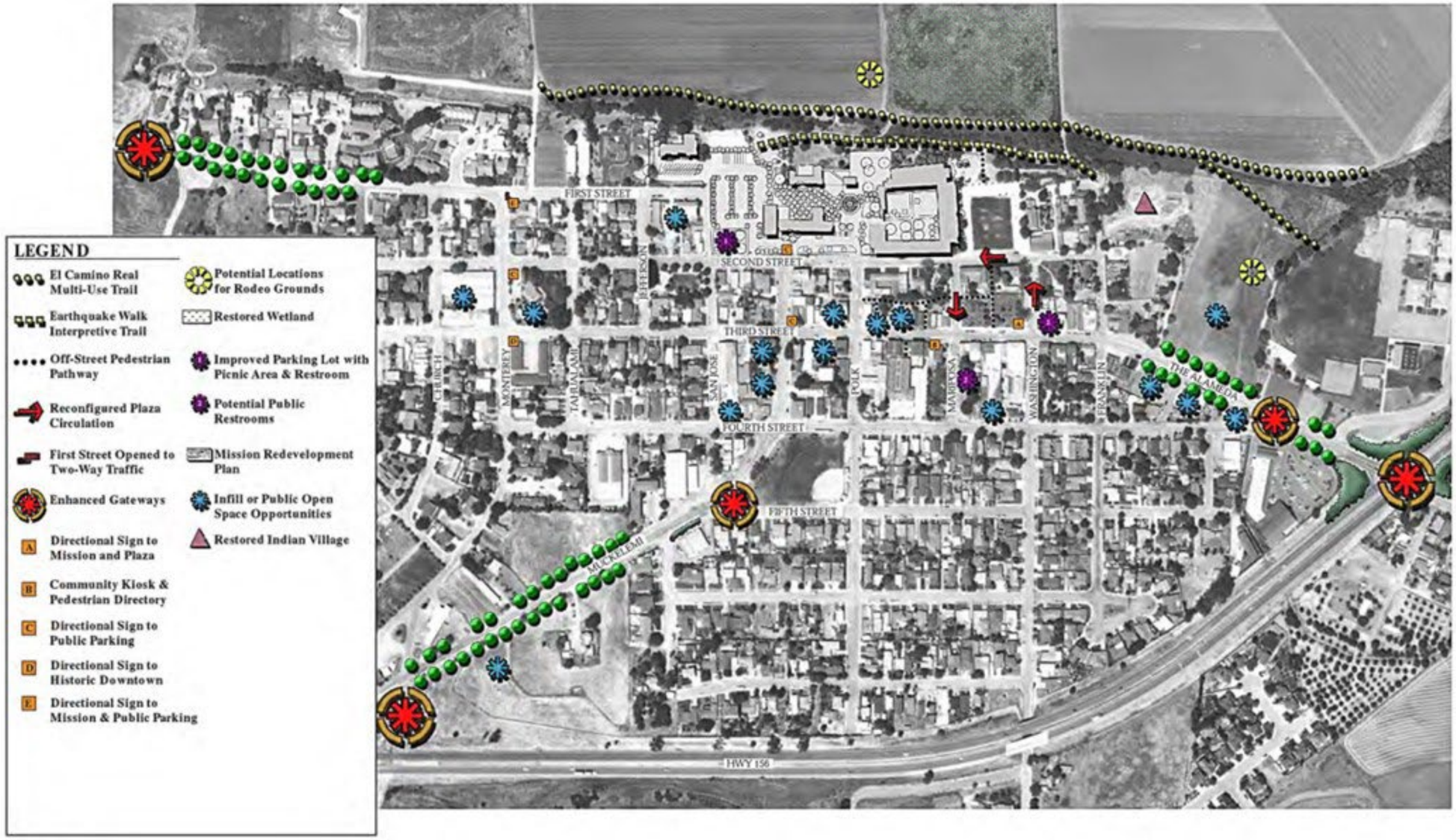
Map 2. Preferred Growth Scenario, Non-Motorized Circulation Map, General Plan



Map 3. San Juan Bautista Existing Land Use



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

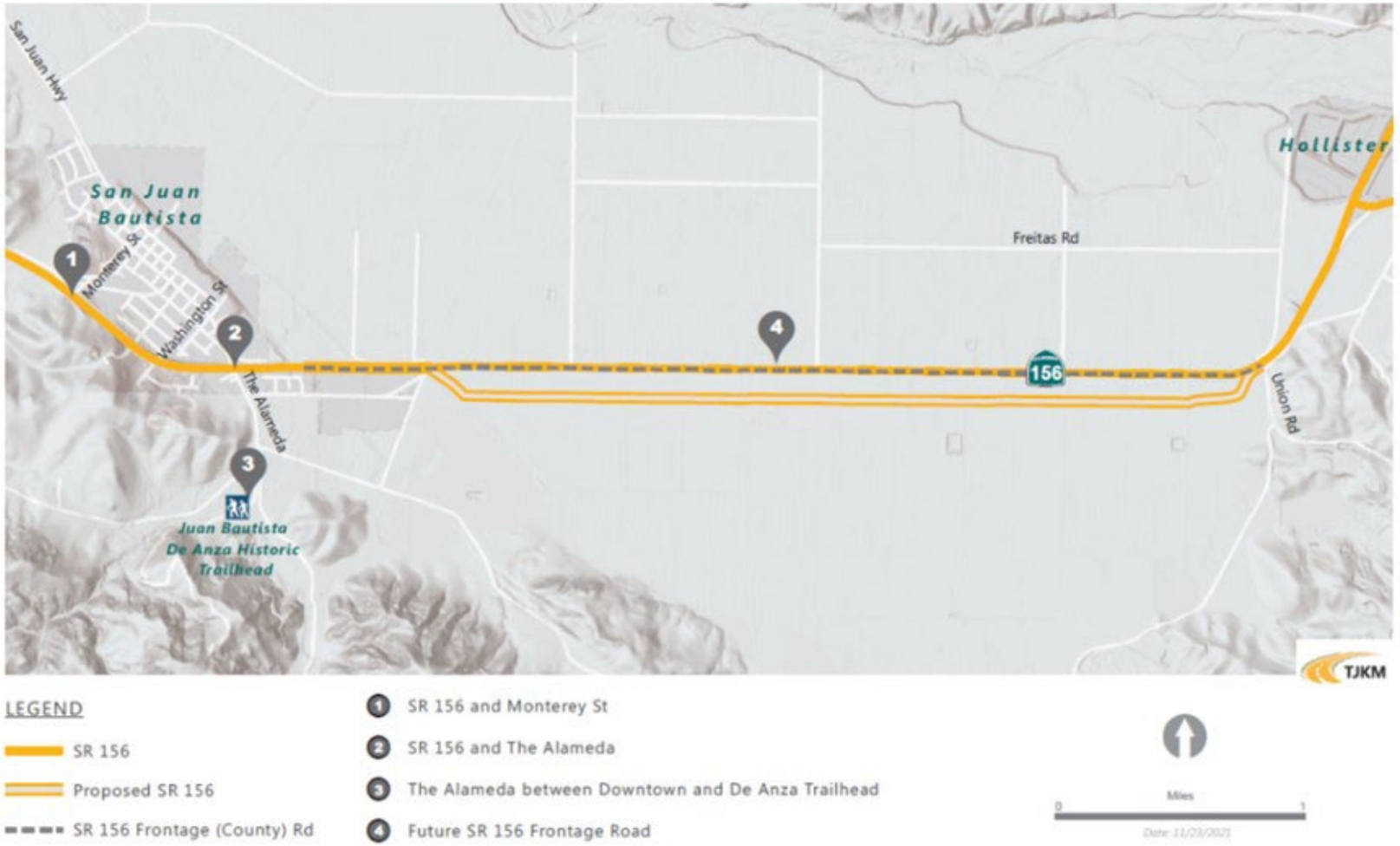


NOT TO SCALE

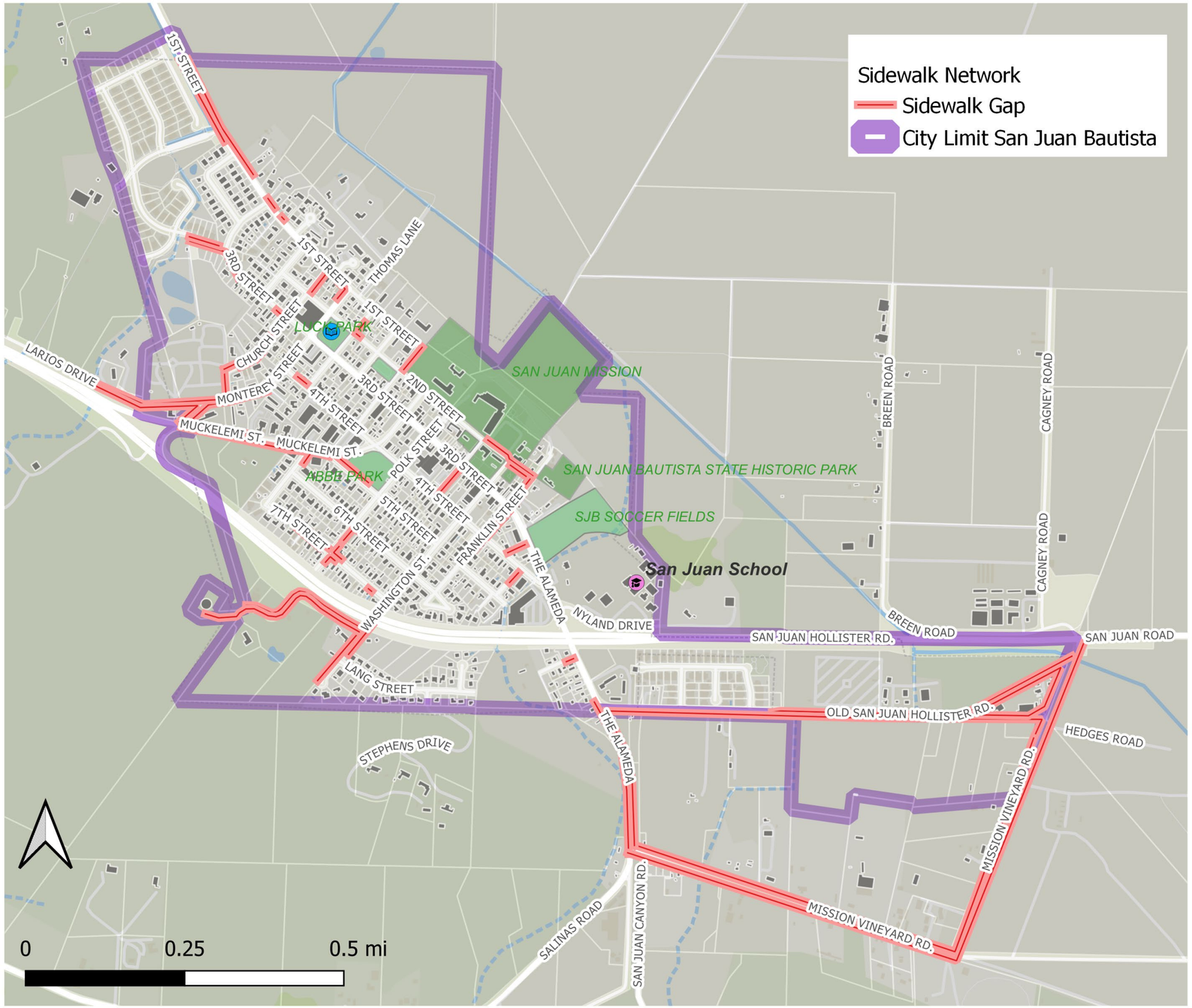
Map 5. SR-156 Multi-Modal Enhancement Study Area

Linking SJB ↔ Hollister

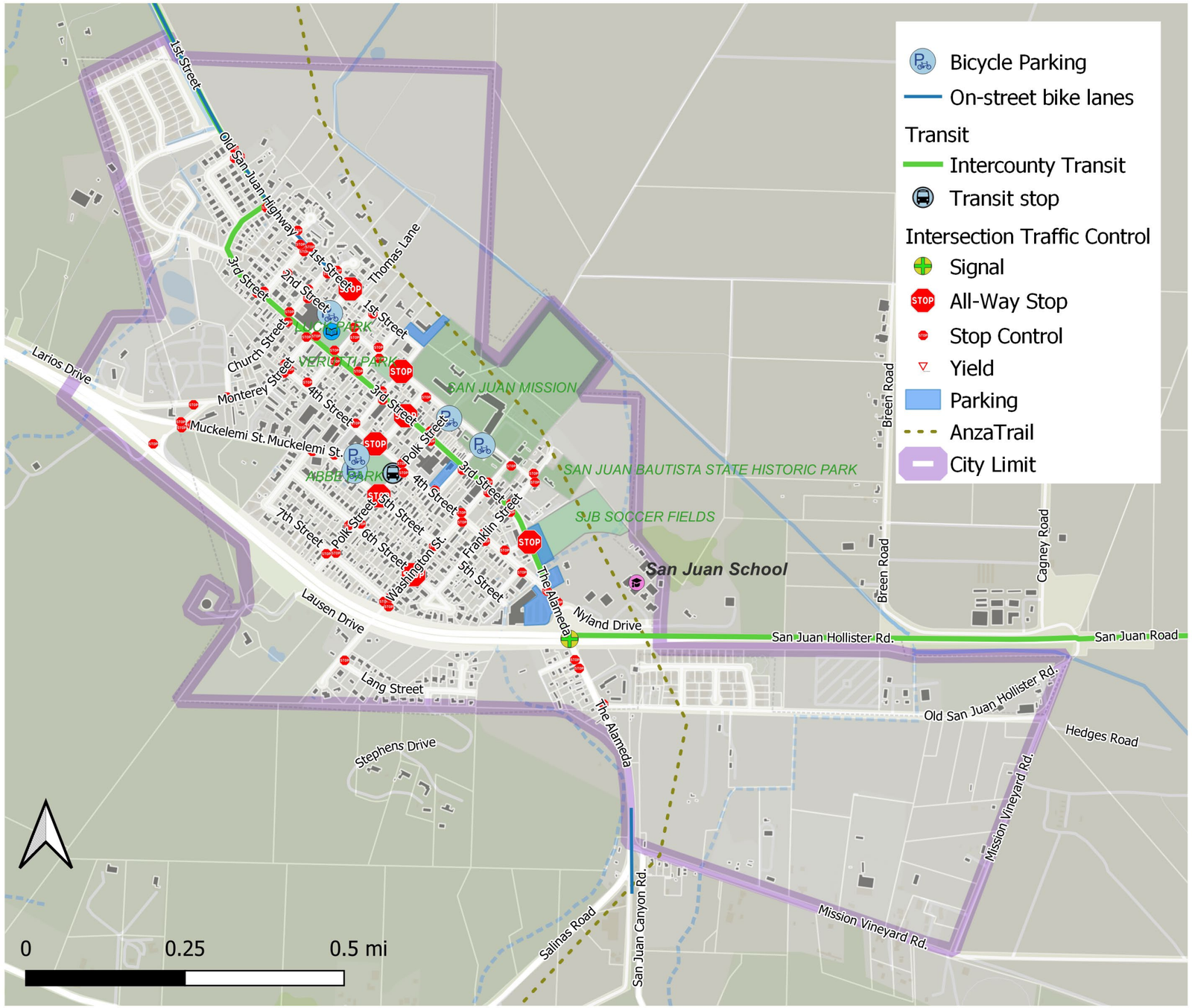
Figure 1. Study Area



Map 6. Existing Sidewalk Gaps, 2022

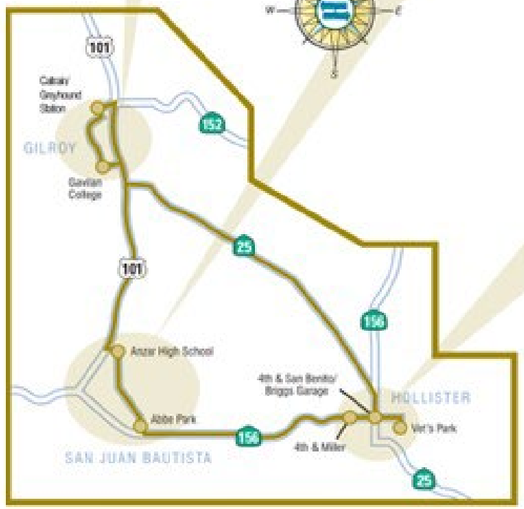


Map 7. Existing bicycle, transit, traffic controls, and off-street parking in San Juan Bautista



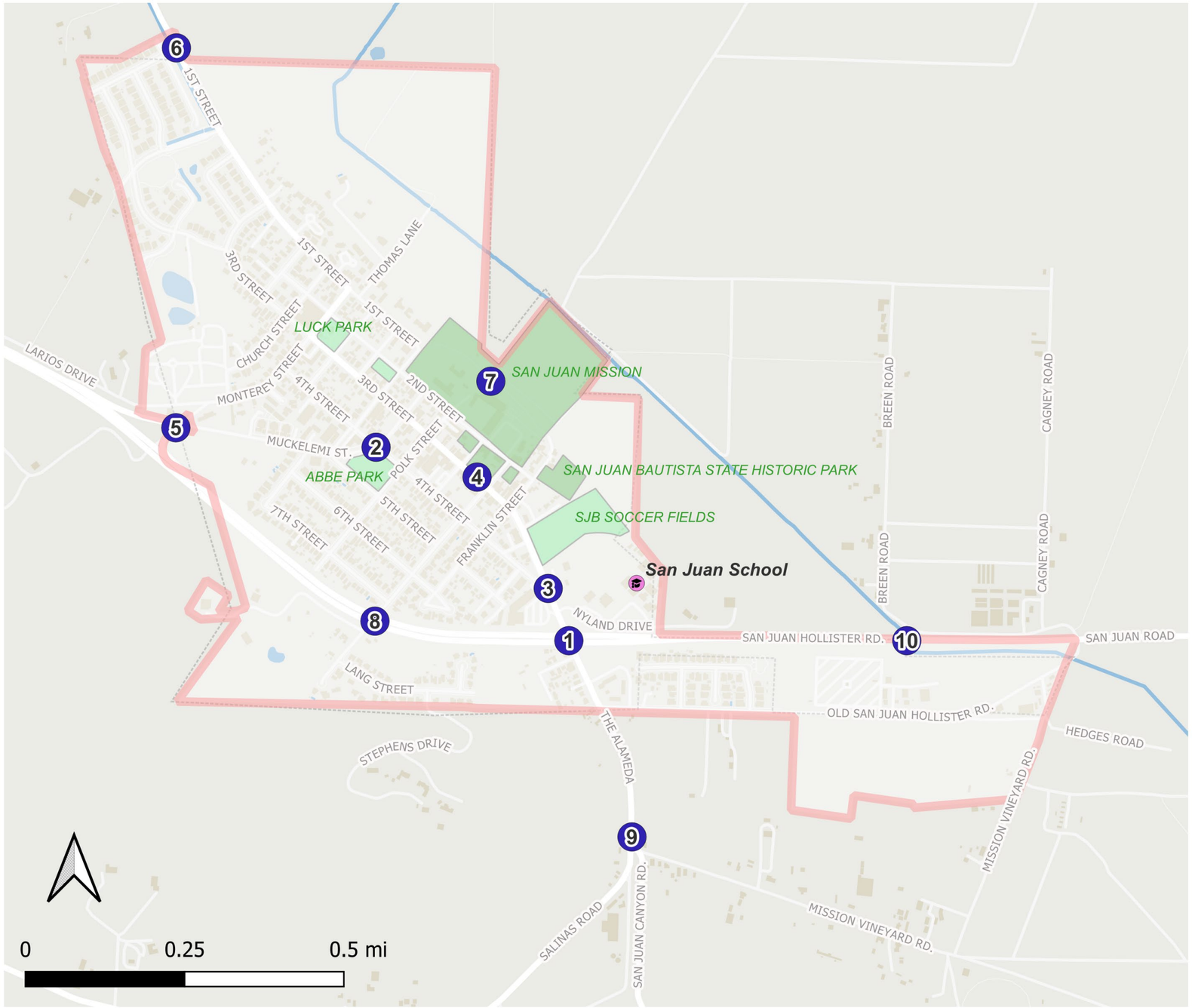
Map 8. SBC Intercounty Transit Route Map

COUNTY EXPRESS



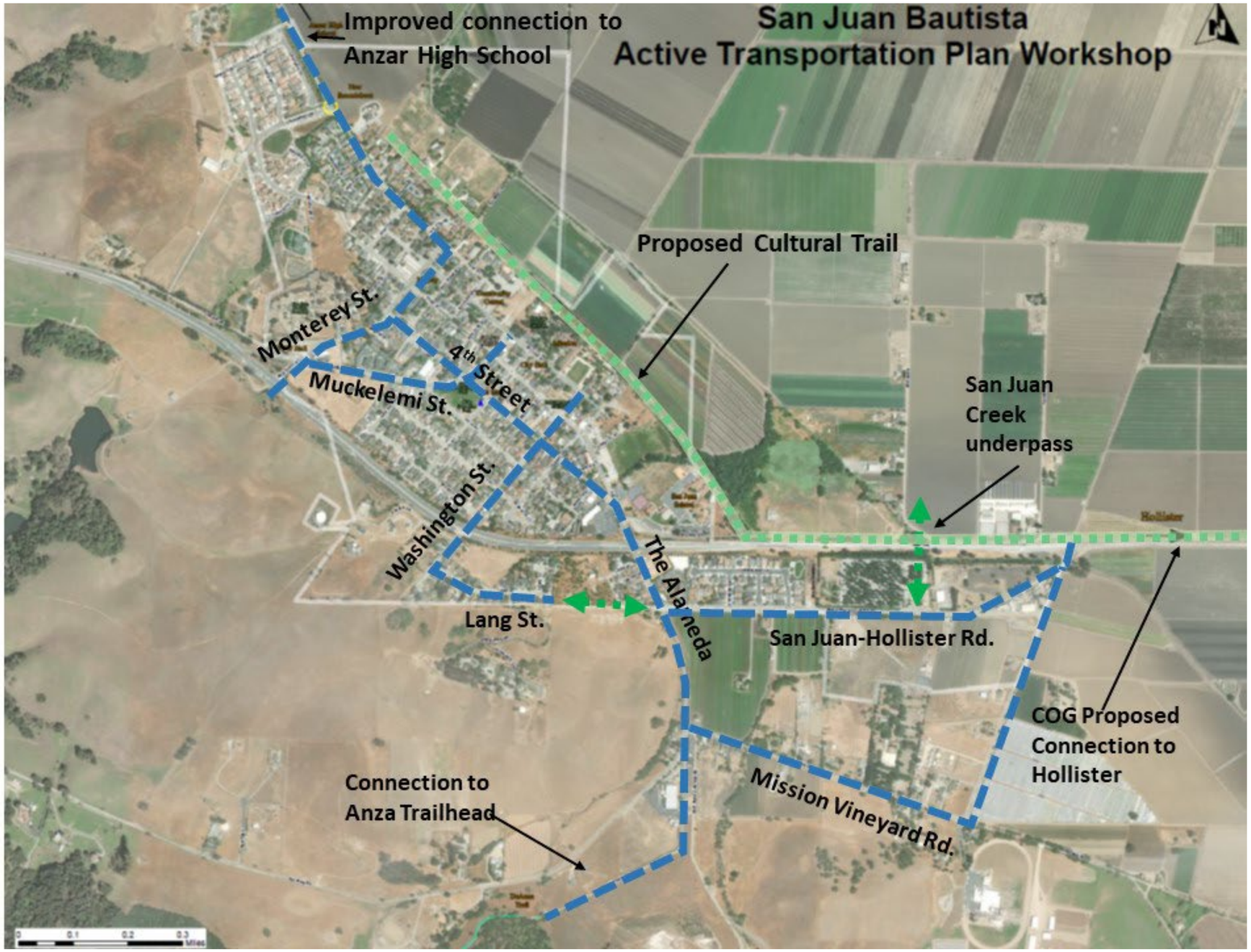
Fare Type *Tipo de Tarifa*	Cash *Dinero en Efectivo*
Regular Fare *Tarifa Regular*	$2.00
Discount Fare (Youth 5-17, Seniors 65+, and Disabled) *Tarifa de Descuento (Jovenes 5-7, Personas de la Tercera Edad 65+, Personas Discapacitadas)*	$1.25

Map 9. Challenges and Opportunities Map

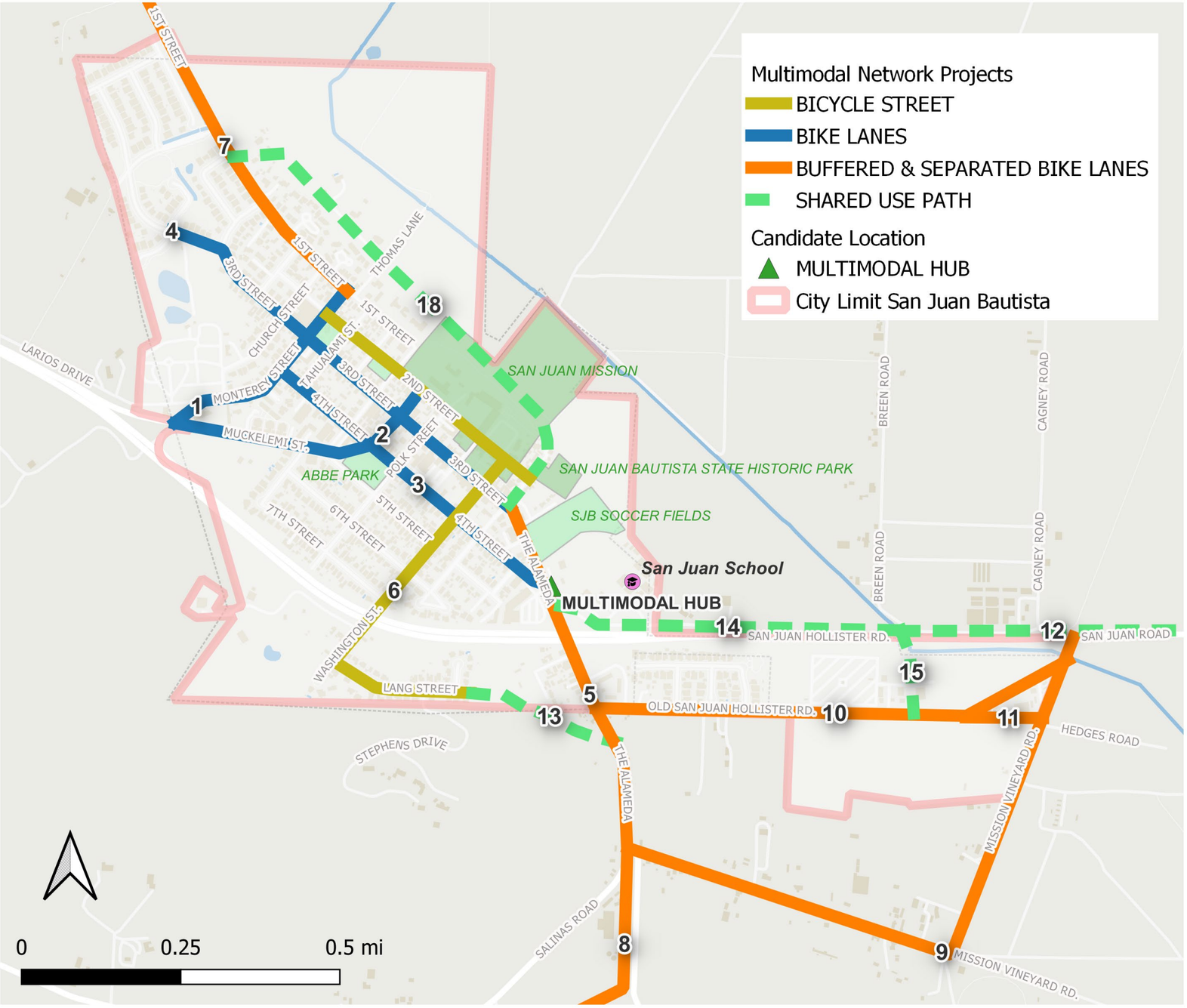


Map ID	Location
1	THE ALAMEDA AT SR 156
2	MUCKELEMI STREET AT 4TH STREET
3	4TH STREET AT THE ALAMEDA
4	3RD STREET TEMPORARY MEASURES
5	MUCKELEMI STREET AT MONTEREY
6	1ST STREET BICYCLE LANES
7	CULTURAL TRAIL AT MISSION
8	WASHINGTON STREET UNDERPASS
9	CONNECTING TO ANZA TRAIL HEAD
10	SAN JUAN CREEK UNDERPASS

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



Map 11. Bicycle Multi-Modal Network Project Map



Bicycle Friendly Streets

Map ID	Location
6	WASHINGTON STREET/LANG STREET
19	2ND STREET FRANKLIN TO MONTEREY

Bike Lanes

Map ID	Location
1	MONTEREY STREET
2	MUCKELEMI STREET
3	4TH STREET
4	3RD STREET

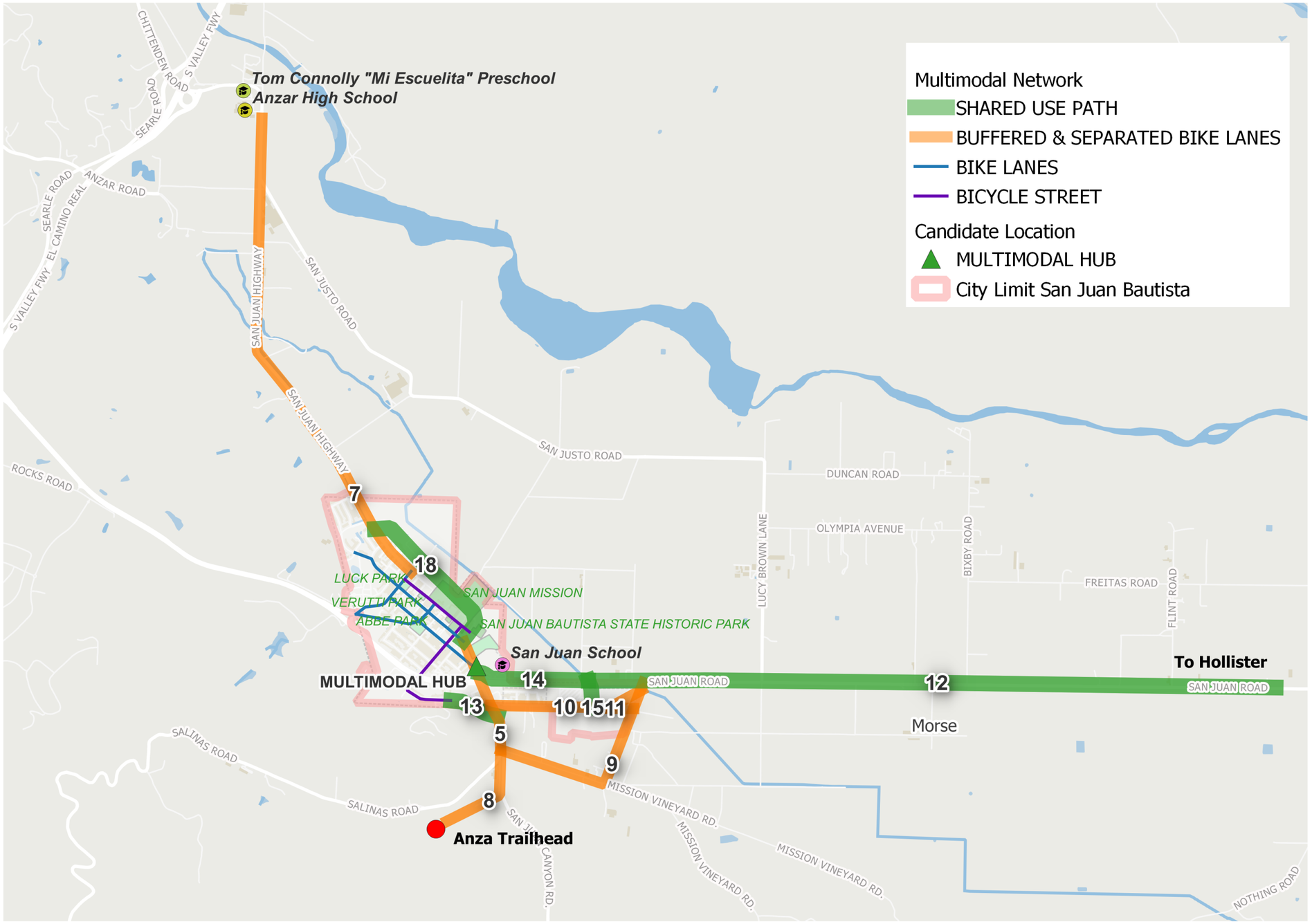
Buffered & Separated Bike Lanes

Map ID	Location
5	THE ALAMEDA
7	FIRST AVE/SAN JUAN HIGHWAY
8	OLD STAGE ROAD CONNECT ANZA TRAIL HEAD
9	MISSION VINEYARD ROAD
10	OLD SJ HOLLISTER ROAD
11	OLD SJ-HOLLISTER ROAD (CONNECT TO HEDGES)

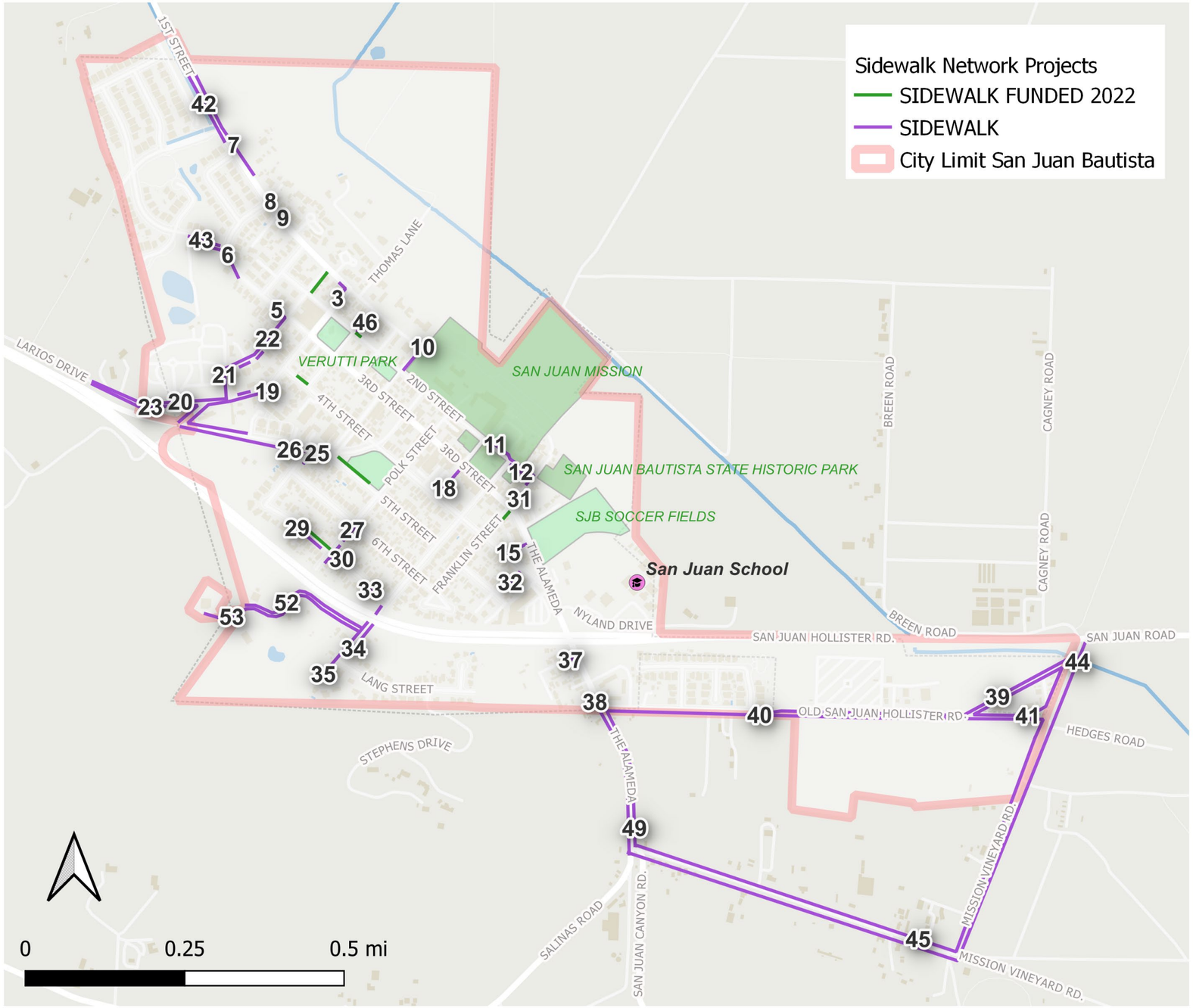
Shared Use Paths

Map ID	Location
12	SIDEPATH NEW SR-156 SERVICE ROAD
13	LANG STREET TO THE ALAMEDA
14	NYLAND DRIVE THE ALAMEDA TO BREEN ROAD
15	SAN JUAN CREEK UNDERPASS CONNECT BREEN TO SJ-HOLLISTER
18	CAMINO REAL/CUTURAL TRAIL FROM FIRST STREET TO FRANKLIN

Map 12. Trail Network extended by Buffered & Separated Bike Lanes



Map 13. Sidewalk Network Gap Projects

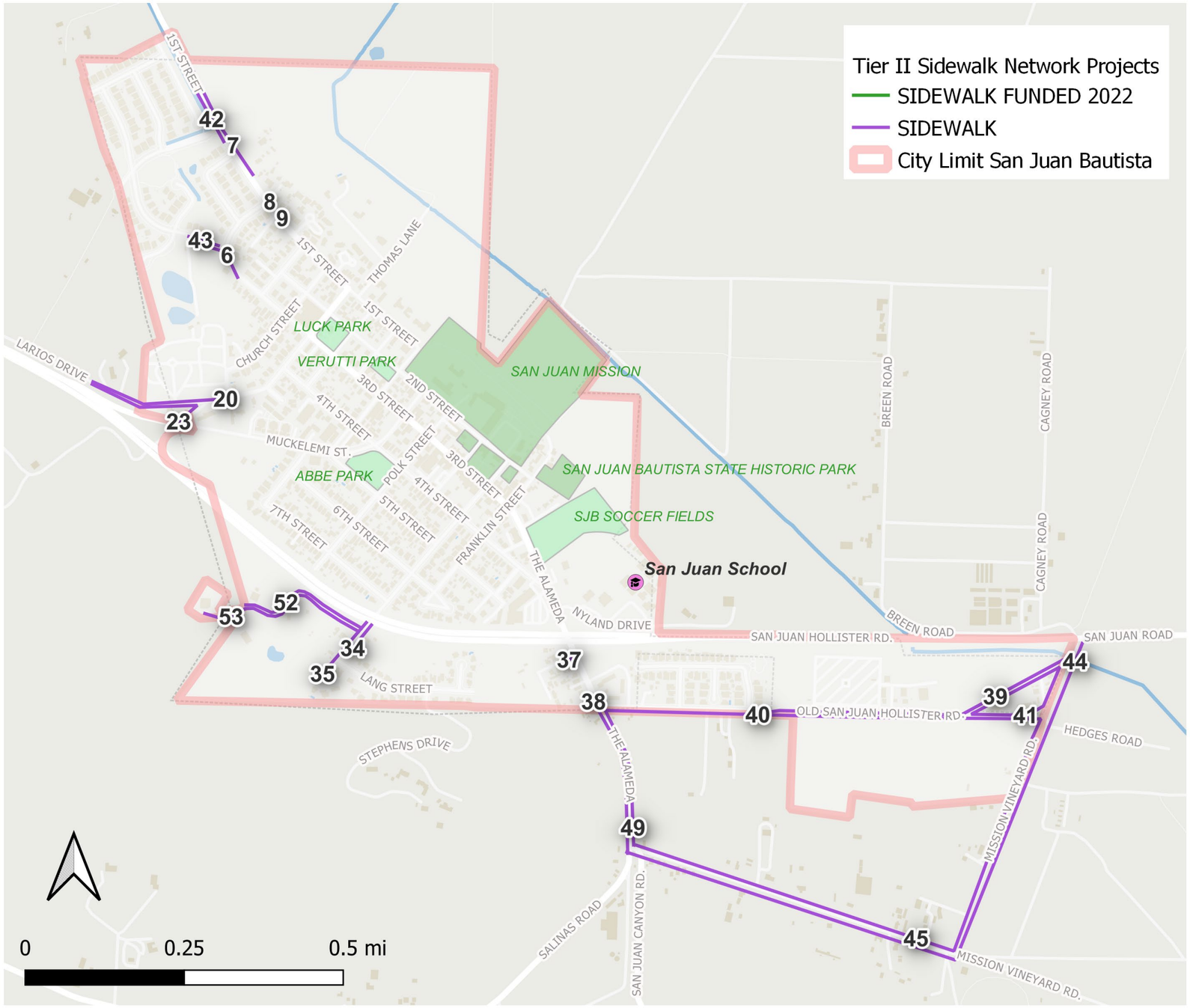


Map 14. Tier I Sidewalk Network Gap Projects

Tier I Sidewalk Gaps

Map ID	Location
3	1ST STREET AND MONTEREY
5	3RD STREET [S] AND CHURCH [W]
10	SAN JOSE STREEET [1ST-2ND]
11	2ND STREET [FRANKLIN-MARIPOSA]
12	2ND STREET[FRANKLIN-WASHINGTON]
13	FRANKLIN STREET [2ND-3RD]
15	PEARCE STREET [4TH-ALAMEDA]
18	MARIPOSA STREET [3RD-4TH]
19	MONTEREY [MUCKELEMI-MERENTS]
21	CHURCH STREET S. [MONTEREY-CHURCH]
22	CHURCH STREET [CHURCH S.-3RD/SW-07]
22	MONTEREY STREET [EAST OF CHURCH S.]
24	MUCKELEMI [SAN ANTONIO-MONTEREY]
25	SAN ANTONIO STREET [E] AND MUCKELEMI STREET [S]
26	MUCKELEMI [WEST OF SAN ANTONIO]
27	POLK STREET [E] AND 6TH STREET [S]
28	POLK STREET [E] AND 7TH STREET [S]
29	7TH STREET [POLK-SAN ANTONIO]
30	POLK STREET [E] AND 7TH STREET [N]
31	FRANKLIN STREET [2ND-3RD]
32	MISSION STREET [4TH-5TH]
33	7TH STREET [WASHINGTON-POLK]
36	WASHINGTON STREET [7TH-SR-156 BRIDGE]
46	TAHUALAMI STREET [1ST-2ND]
50	CHURCH STREET [CHURCH S.-3RD]
51	CHURCH STREET [CHURCH S.-3RD]

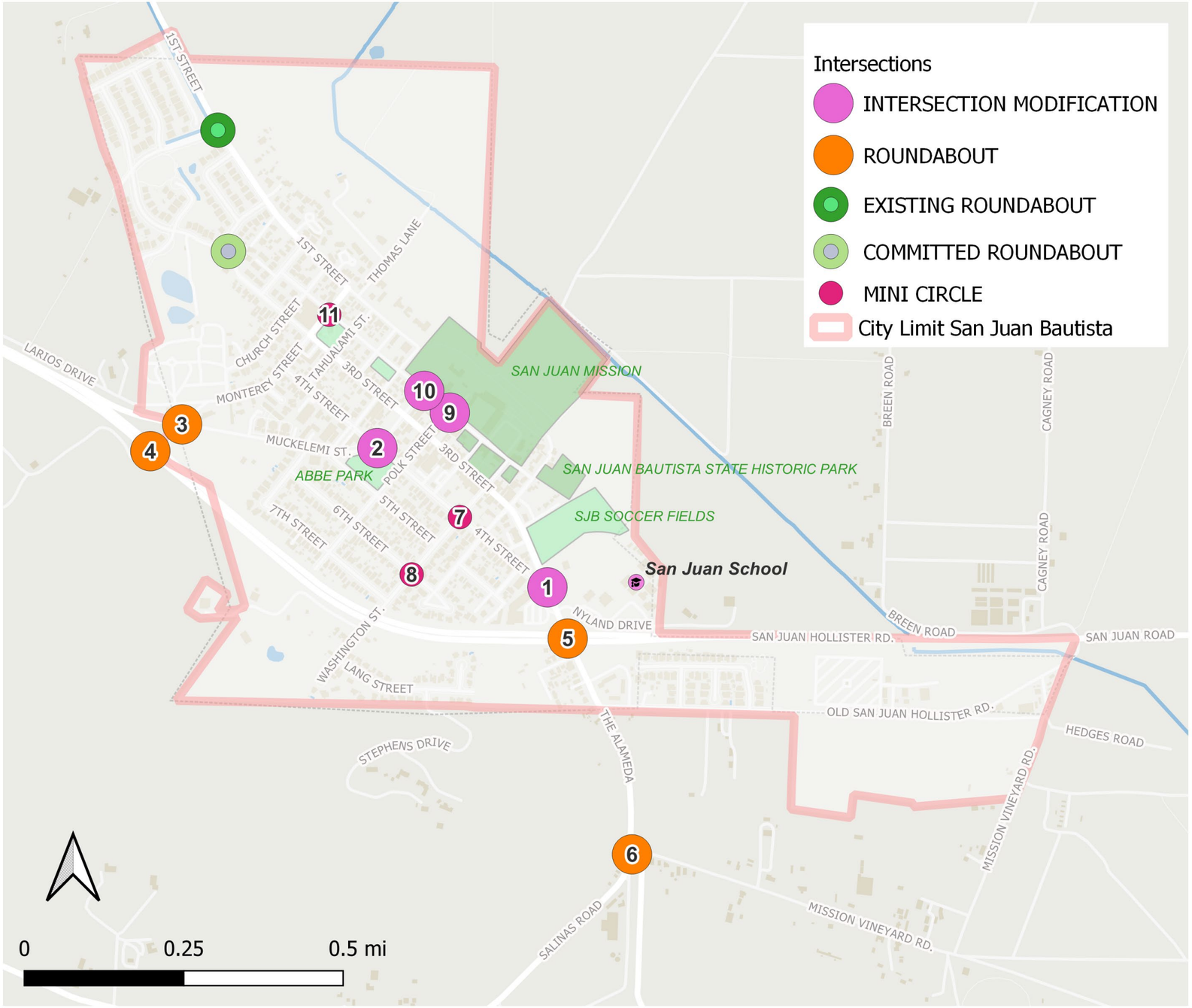
Map 15. Tier II Sidewalk Network Gap Projects



Tier II Sidewalk Gaps

Map ID	Location
6	3RD STREET [DONNER-TRAILSIDE]
7	1ST STREET[ROAD B - CITY LIMIT]
8	1ST STREET [OPP DONNER]
9	1ST STREET [ROAD B-VIA SERRA]
20	MONTEREY STREET AND LARIOS DR. [ROAD G-CHURCH]
23	LARIOS DR. [MUCKELEMI AROUND VFW-ROAD G]
34	WASHINGTON STREET [SR-156 BRIDGE-LANG STREET]
35	WASHINGTON STREET [SR-156 BRIDGE-END]
37	LANG STREET [EAST OF ALAMEDA]
38	THE ALAMEDA [OLD SJ-HOLL-SALINAS]]
39	OLD SAN JUAN-HOLLISTER ROAD [HACIENDA LEAL DRIVE-MIS. VIN.]
40	OLD SAN JUAN-HOLLISTER ROAD [ALAMEDA-MIS. VIN.]
41	OLD SAN JUAN-HOLLISTER ROAD [INNER TRIANGLE AT MIS. VIN.]
42	1ST STREET [LAVAGNINO-CITY LIMIT]
43	3RD STREET [DONNER-TRAILSIDE]
44	MISSION VINEYARD ROAD [ALAMEDA-SR-156]
45	MISSION VINEYARD ROAD [ALAMEDA-OLD SJH.]
49	THE ALAMEDA [OLD SJ/HOL.-MISSION VINEYARD]
52	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]
53	LAUSEN DRIVE [WASHINGTON STREET TO CITY BOUNDARY]

Map 16. Intersection Projects



Intersection Modifications

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

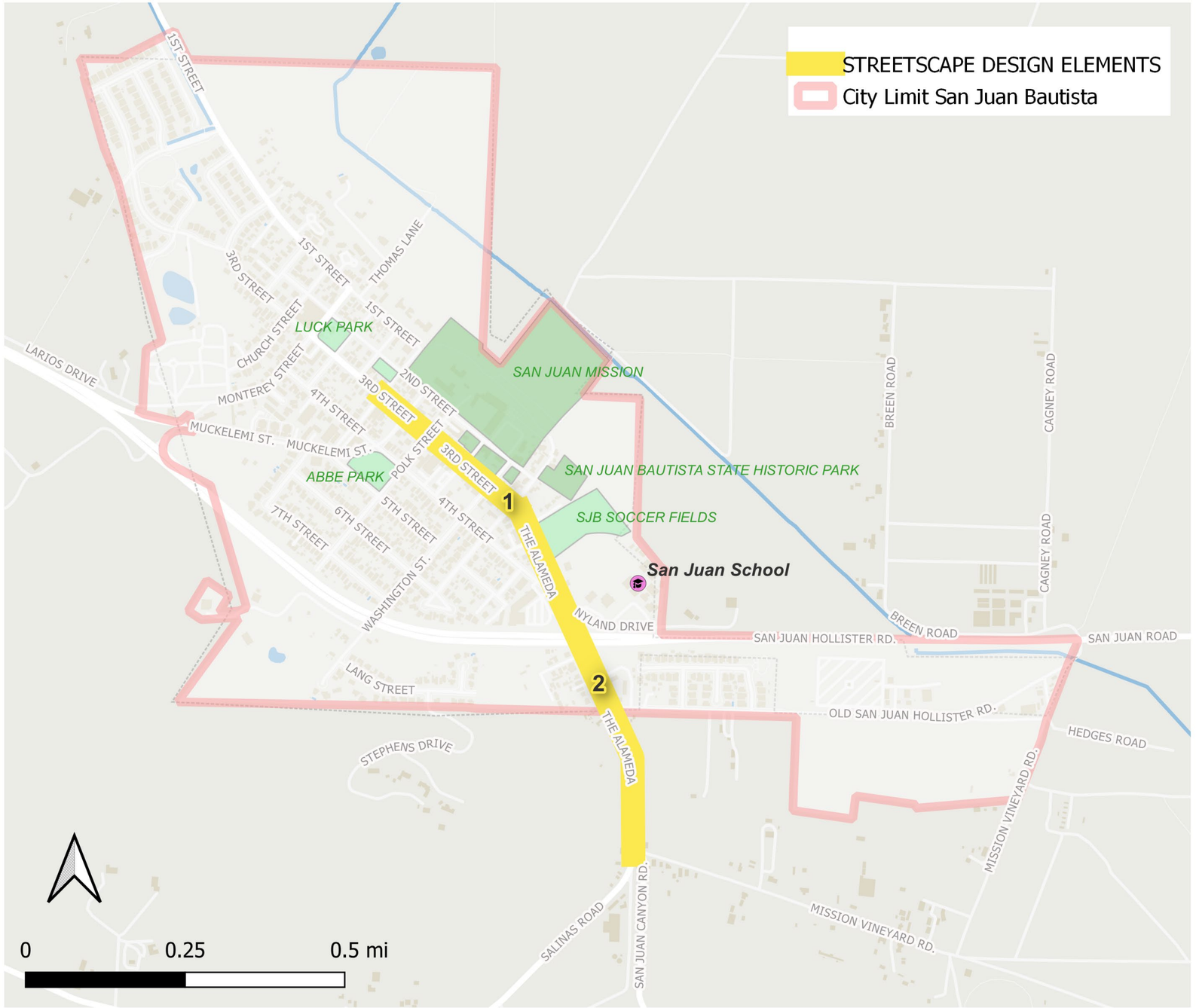
Mini Circles

Map ID	Location
7	4TH STREET AT WASHINGTON STREET
8	6TH STREET AT WASHINGTON STREET
11	2ND STREET AT MONTEREY STREET

Roundabouts

Map ID	Location
4	SR-156 AT MONTEREY STREET
5	THE ALAMEDA AT SR-156
6	THE ALAMEDA AT MISSION VINEYARD ROAD

Map 17. Streetscape Design Element Projects

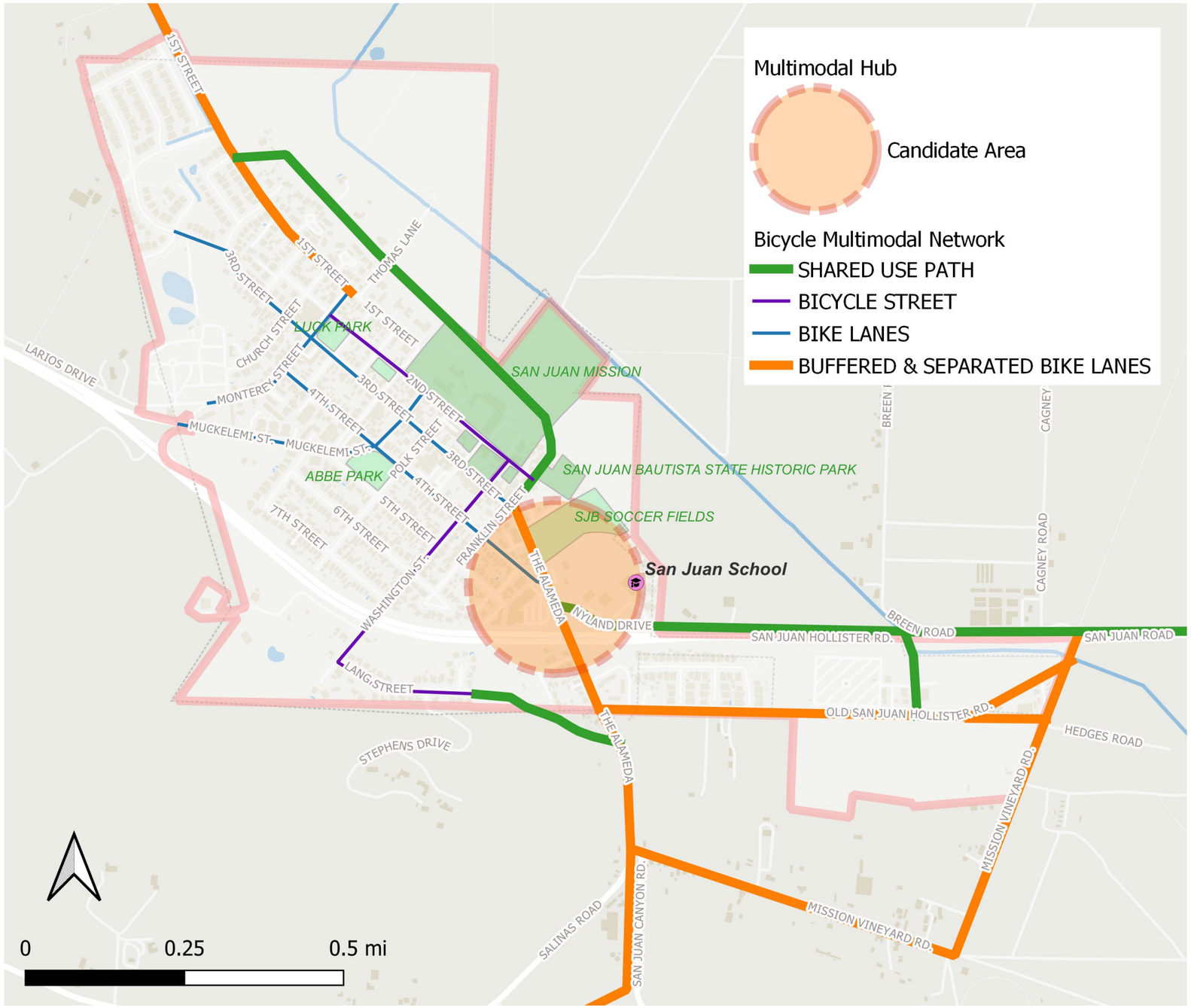


Map ID Location

1 3RD STREET (FRANKLIN TO SAN JOSE)

2 THE ALAMEDA (FRANKLIN TO MISSION VINEYARD)

Map 18. Multi-Modal Hub



CITY OF SAN JUAN BAUTISTA
CITY COUNCIL STAFF REPORT

AGENDA TITLE: **MULTI – MODAL CENTER AND THIRD STREET MASTER PLAN INTEGRATED PLAN GRANT FUNDING APPLICATION**

DATE: February 21, 2023

DEPARTMENT HEAD: Brian Foucht, Community Development Director

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Recommendation:

That the City Council adopt a resolution authorizing the City Manager to submit a grant application to the State Department of Transportation (CAL TRANS) under the Sustainable Transportation Planning Grant program to develop an integrated Multi-Modal Center Plan.

Discussion

The 2035 General Plan Circulation Element (CI) Objectives (pp 168-174 call for:

- complete streets;
- a safe and complete pedestrian and bicycle networks (active transportation);
- multi-modal support services;
- centrally located transit;
- adequate vehicle and bicycle parking; and
- improved and comprehensive wayfinding

The now - approved Active Transportation and Community Connectivity Plan (ATP) provides a road-map to accomplish these objectives. Achievement of these objectives will require an easy, convenient, and proximate "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.)

The City of San Juan Bautista can accomplish these objectives by working in partnership with the Aromas – San Juan Unified School District, California State Parks, Roman Catholic Diocese of Monterey and the San Juan Bautista Historical Society, EDCAC and ATP project advisory group members to establish a context-sensitive, rural scale, multi-modal transportation center (referenced in the ATP as a "hub") located near the Hwy 156/The Alameda intersection.

Components of such a center often include flexible parking (including event and tour group parking), centralized transit support facilities, recreational bicycle and pedestrian active transportation staging and support amenities (lockers/showers/restrooms), visitor information,

creative placemaking, gateway elements and physical links to adjacent and surrounding community resources.

A Multi-Modal Center may also serve multiple civic purposes, accommodating various public or non-profit organizations such as the Chamber, the "Main Street" manager, State Parks office, a City Hall annex, City/School joint use facilities and other local non-profit organization offices. A mix of proximate amenities and uses 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 area would encompass the following:

- Elements of the Hwy 156 Corridor Enhancement Project active transportation improvements in the vicinity of The Alameda;
- Areas of the Aromas - San Juan Unified School District property fronting The Alameda, extending North from Nyland Drive to Franklin St.
- Fourth Street/ The Alameda intersection
- Third Street from South from Franklin to Muckelemi (Third Street Historic District and Master Plan Area)
- Joint use trails and points of access to historical, educational, and recreation resources within School District, City, State Parks and Church owned properties.

Conceptual design plans and programming to achieve Multi-Modal Center objectives on properties fronting The Alameda, South of Franklin, will integrate cohesively with San Juan School site planning, the overall rural scale of the community and historical context of Third Street, North of Franklin. In this manner, overall design attributes of Transportation Center improvements along The Alameda will be integrated with Aromas – San Juan USD goals and objectives and avoid conflicts with the historical context of the Third Street Historic District by integrating streetscape, creative placemaking, outdoor commercial, and multi-modal transportation improvements along these geographically continuous streets. The Third Street Master Plan component of the Multi-Modal Center Plan will be the vehicle through which these relationships North of Franklin are explored.

Physical, functional, and operational relationships of existing and planned improvements between State Parks, San Juan School, and Old Mission San Juan Bautista are key considerations in the Multi-Modal Center planning process. In this unique case, partners are all adjacent. Joint planning will easily benefit each entity with easy access between the Multi-Modal Center plan area depicted in the ATP to historic resources identified by the City, historical and cultural resources within State Parks, cultural, historical and cultural resources of Mission San Juan Bautista, and recreation and educational resources of the School District.

It is expected that the Economic Development Citizens Advisory Committee will play a key role as the voice of this project regarding concepts and implementation. Letters of support are being solicited from Legislators, County Supervisors, Council of Governments, the School District, State Parks and the Roman Catholic Diocese of Monterey, and other ATP project advisory group entities.

Fiscal Impact

This Grant requires a local match of 11.47% that can be from in-kind staff support. Staff anticipates the concept plan will be fully funded with approximately $350,000. Like the ATP, this plan, when completed will be used as the basis for design and development programs.

Attachments: Resolution

RESOLUTION NO. 2020-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA ACCEPTING A GRANT OF $188,596 TO DEVELOPE "THE SAN JUAN BAUTISTA ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN" AND AUTHORIZING THE CITY MANAGER TO EXCUTE A CONTRACT WITH THE STATE DEPARTMENT OF TRANSPORTATION ("CAL TRANS") TO IMPLEMENT IT

WHEREAS, the City Council of the City of San Juan Bautista, California (the "City Council"), established the Strategic Plan Committee in 2013 create and to implement its General Plan adopted in 2016; and

WHEREAS, the Section 18 of the General Plan is titled "Strategic Plan," and as an Appendix to this Section, an "Implementation Matrix" is provided that outlines various specific objectives and tasks tied to the policies of the General Plan; and

WHEREAS, the General Plan includes an "Open Space Element," in its Section 11, and within that Element, there exists the basis for the "Matrix" to include developing a bicycle plan, pedestrian network and "Complete Streets" to improve the City's multi-modal connectivity, and walkability (an Active Transportation Plan"); and

WHEREAS, in early 2018, the City Council formed a parks Master Plan Task Force, that evolved to become a sub-committee of the Strategic Plan Committee known as the "Arts, Recreation, Culture, and Wellness Sub-committee;" and

WHEREAS, in September 2019, the Sub-Committee submitted a draft Parks Master Plan to the City Manager that includes concept of a San Juan Bautista Bike Trail/De Anza Trail, and the idea of a "San Juan Bautista Cultural Walking Tour;" and

WHEREAS, these Active Transportation Plan ideas from the Strategic Plan Committee were turned into a California Department of Transportation "Sustainable Transportation Planning Grant Program" application and submitted to the State October 20th, 2019; and

WHEREAS, in July of this year, Cal-Trans notified the City that it has been awarded a $188,596 grant with a required $24,435 match for a total amount of $213,031 to complete the San Juan Bautista Active Transportation and Community Connectivity Plan; and

WHEREAS, the City must submit a Resolution to the State by August 21, 2020, that includes the grant's name in its title from its governing body the City Council authorizing the City Manager to execute the contract with Caltrans and initiate the transportation planning processes.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE CITY COUNCIL AS FOLLOWS:

SECTION 1. That the above recitals are true and correct.

SECTION 2. The City Council of the City of San Juan Bautista, hereby accepts the Sustainable Transportation Planning Grant from CAL TRANS in the amount of $188,596, and

agrees to provide the match requirement of $24,435 from other local sources, to develop the San Juan Bautista Active Transportation and Connectivity Plan.

SECTION 3. The City Council hereby authorizes its City Manager to execute the CAL TRANS Agreement to receive these grant funds, and execute other documents and agreements as needed to implement the full intention of this grant program.

PASSED, APPROVED AND ADOPTED this 18th day of August, 2020, by the following roll call vote:

AYES, COUNCIL MEMBERS:

NOES, COUNCIL MEMBERS:

ABSENT, COUNCIL MEMBERS:

ABSTAIN, COUNCIL MEMBERS:

CITY OF SAN JUAN BAUTISTA

_____

Mary Vazquez Edge, Mayor

ATTESTED:

_____

Laura Cent, City Clerk

I HEREBY CERTIFY that the foregoing resolution was duly and regularly passed and adopted by the City Council of the City of San Juan Bautista at a regular meeting thereof held on the 18th day of August, 2020, and that the foregoing is a full, true and correct copy of said Resolution.

_____

Laura Cent, City Clerk

RESOLUTION NO. 2023-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JUAN BAUTISTA AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR GRANT FUNDING UNDER THE CALTRANS SUSTAINABLE COMMUNITIES PROGRAM TO CONDUCT A MULTI-MODAL CENTER INTEGRATED PLANNING STUDY

WHEREAS, City Council approved Resolution 2020-39 (attached) on August 18, 2020 accepting the Sustainable Transportation Planning Grant 74A1200 from CALTRANS in the amount of $188,596, and agreeing to provide the match requirement of $24,435 from other local sources to develop the San Juan Bautista Active Transportation and Community Connectivity Plan (ATP); and

WHEREAS, The City Council accepted and approved the ATP as complete and consistent with all tasks and deliverables referenced in the Scope of Work for the Contract RGA 74A1200; and

WHEREAS, the ATP incorporates a multi-modal context for complete streets, streetscapes, sidewalks, bicycle network, intersections and a multi-modal center (hub) capable of providing and facilitating interconnection between San Benito County active transportation improvements such as the 156 Hwy Corridor Enhancement Project and shift between active transportation modes and transit, tour and private vehicles; and

WHEREAS, completion of the ATP involved participation by stakeholders and partners including the Aromas – San Juan Unified School District, California State Parks, Roman Catholic Diocese of Monterey via Old Mission San Juan Bautista, the San Juan Bautista Historical Society, San Benito Council of Governments and San Benito County organizations involved in open space conservation and recreation; and

WHEREAS, entities involved in preparation of the ATP demonstrate the variety of concerted input necessary to envision and plan the development of a multi-modal hub in the vicinity of The Alameda and Hwy 156 sufficient to establish a functional and interconnection with Hwy 156 Corridor Enhancement Plan project improvements; and

WHEREAS, development of a multi-modal hub will accomplish numerous objectives of the 2035 General Plan Circulation Element, including complete streets, safe and complete active transportation improvements, multi-modal support services, centrally located transit, adequate bicycle and vehicle parking, and improved wayfinding; and

WHEREAS, it is essential to integrate preparation of Highway 156 Enhancement Project improvements and a master plan for historic Third Street to ensure that multi-modal hub improvements are scaled and designed in a context -sensitive manner; and

WHEREAS, an integrated multi-modal hub planning study will accomplish numerous partner and stakeholder objectives including gateway, wayfinding, parking, active transportation

support (ATP recommendations) improvements.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of San Juan Bautista hereby authorizes the City Manager to prepare an application for funding under the Caltrans FY 2023-24 Sustainable Transportation Planning Grant program to prepare a Multi-Modal Center Integrated Plan and further direct the City Manager to prepare a related scope of work and budget that integrates this planning effort with a master plan for historic Third Street, Aromas-San Juan School District San Juan School site planning, and planning and development programs and objectives of the California State Parks Dept and the Roman Catholic Diocese of Monterey for Mission San Juan Bautista.

PASSED AND APPROVED by the City Council of the City of San Juan Bautista at its regular meeting held on the 21st day of February, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Mayor Leslie Jordan

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

CITY OF SAN JUAN BAUTISTA
CITY COUNCIL REPORT

AGENDA TITLE: **FISCAL YEAR 22/23 MID YEAR BUDGET ADJUSTMENTS**

MEETING DATE: **FEBRUARY 21, 2023**

DEPARTMENT HEAD: Don Reynolds, City Manager

RECOMMENDED ACTION(S):

It is recommended that the City Council adopt the attached Resolution amending the budget for Fiscal Year 22/23 as indicated to reflect higher than expected revenues, savings, and several new projects and studies to be initiated before the end of the fiscal year (June 30).

BACKGROUND INFORMATION:

Over the past three years, the City has structured a "Budget Cadence," that provides predictable transparency to its fiscal status throughout the fiscal year as follows:

July 1 newly adopted budget,
Summer- close the books for the prior year,
Late Fall- audit and confirmation of Year End budget assumptions,
January/February – a review of the first half of the fiscal year ("Mid-Year"),
February-March Strategic Plan adoption,
May Initial Budget presentation,
May-June Budget workshops,
June – Budget adoption for the next Fiscal Year

The City adopted Resolution 2023, January 24, 2023, and accepted a clean audit for Fiscal Year 21/22, and is now at the "Mid-Year" stage of its fiscal cadence. Also on January 24, 2023, the City agreed to retain the services of CityGate to initiate the Strategic Plan; coming soon.

Public Accounting categorizes its revenues and expenses based upon the source of the revenue. These "Generally Accepted Accounting Principles" (or GAAP), are the those applied to the audit and budget process, as well as the daily and monthly processing of invoices, receipts and payments that are in-line with the Budget. Of the 11 different fund types, the City's General Fund and two Enterprise Funds (Water and Sewer) are the most important.

The 21/22 Budget was referred to as a "recovery budget" having fully recovered from the economic impacts of the pandemic. The addition of the two new housing tracts increased property tax and sales tax for the City, the two main sources of its $2.7 million General Fund revenue. The Enterprise funds also added new consumers to its utility users, and saw growth despite the pandemic.

In general, the City is fiscally sound, and in good shape moving forward. This status has only strengthened since July 1, 2022. The General Fund has maintained a $2 million reserve. The two utilities have approved rate changes in preparation for the two large capital improvements that will transform its water and sewer systems.

The Budget is on-line virtually at this link:
https://city-san-juan-bautista-ca-budget-book.cleargov.com/5627/introduction/transmittal-letter

In California, local governments are legally required to adopt their budgets before July 1 of each year (absent urgent circumstances). But the work of the City continues up until that date under the old Budget, so the budget presented in May is based on projections (rather than "actuals") for revenues and expenses for its fourth quarter. Now that the assumptions made in April-June 2022 have been tested and verified, adjustments can be made, any surplus funds could be added to reserves or both. This is the place where the new budget begins.

There are two kinds of City budgets: operations maintenance and capital improvements. The operations budget are those revenues and funds used for the day-today operations of the city and its utility services. They include major City contracts including Fire, Sheriff, water and wastewater operators. The budgets start anew each fiscal year.

The second type is the "CIP Budget" where Capital Improvement Projects (CIP) are scheduled for implementation and payment. These Budgets may carry over from year to year depending on the type of project being completed. Last year, it was anticipated that both Verutti Park and Franklin Park would be completed by June 30, 2022. But unforeseen logistical issues dragged the final completion dates well into the fall of 2022. The $18 million sewer force main project initiated its designed in 20/21, will be bid this fiscal year and will be completed by June 30, 2024, spanning four maybe five fiscal years. Maintenance for these completed CIP's has to appear in the Operations budget. Because special studies may also span more than one year, they are occasionally accounted for in the CIP.

DISCUSSION:

As seen in the Table of Contents, the first 21 pages of the FY 22/23 Budget includes the City Manager's transmittal letter, demographics, organizational chart, strategic plan, priorities and issues, personnel changes and the CIP. The transmittal letter is written last, after the public workshops have ended and the final draft is prepared. The personnel changes (if any) and organizational chart are next to last. Demographics of the City are generated from the US Census.

Now is the time to consider an update and proposed changes needed to the CIP. With the actual establishment of a new strategic plan on the horizon, the Mid-Year Budget review is also the best time to consider priorities and issues.

The second attachment to this report is a narrative describing the City's "Priorities and Issues" from the existing Budget. This five-page narrative provides a detailed description of the City's most important issues that were considered last spring. For the past several years, after the pandemic and working to resolving the City's water and wastewater issues, three priorities surfaced: 1) Urban Growth Boundary/Sphere of Influence, 2) Public Safety, and 3) Third Street Master Plan. Last year, consideration to develop a Recreation Program was added.

AMERICAN RESCUE PLAN

Soon after President Biden was elected, Congress approved as the American Rescue Plan, a relief plan that among many things, includes help for local governments that suffered from the impacts of the pandemic. The City received $500,000 in two distributions; half in FY 21/22 and half in FY 22/23. These funds are intended to repay the City for lost General Fund revenues, mostly lost sales tax. The City Council has great discretion for the use of these funds, and approved the "ARP" budget for 9-different projects including issues related to the pandemic, the joint use of school property for recreation, minor park improvements, the Public Safety Initiative and the Third Stret Master Plan. In the attached Narrative on page 2, the beginning of these considerations is described, and in Exhibit C to the attached Resolution, there is a summary of the current status. Only one change is recommended. The joint-use fencing project is completed and was $8,520 under budget. The Resolution recommends adding this balance to CIP 23-03, the Luck Park Historical Improvements. These funds additional funds are needed to asses concerns following a recent inspection of the Luck Gas Station, and surrounding grounds with the Assistant City Manager and Assistant City Engineer. In addition to ADA improvements for better access to the Luck Gas Station, the building itself needs a structural assessment.

THREE INITIATIVES

Each of the three initiatives were assigned Sub-Committees or "Ad-Hoc Committees." All three have evolved into standing committees; Public Safety Committee, Economic Development Citizens Advisory Committee (related to the Third Street Master plan), and the UGB/SOI Ad Hoc Committee. This is no longer an "ad hoc" or temporary committee having recently been determined to be subject to the Brown Act like other standing committees (to be subsequently formalized by the City Council). While the EDCAC continues to meet, and eventually will focus on Third Streets future, the Public Safety Committee and UGB/SOI Sub Committee have not met because two of their appointed seats were vacant. Approaching the November 2022 election, all these two Committees were in a holding pattern. The City was voting for three new Councilmembers, in need of re-appointing 4-new HRB/Planning Commissioners. Now the Committees have been re-formed and are ready to move forward again.

URBAN GROWTH BOUNDARY/SPHERE OF INFLUENCE AD-HOC COMMITTEE

The "UGB/SOI Committee" is now populated by two Councilmembers Freels and Morris-Lopez, and two Commissioners DeVries and Medeiros. Applications are open for the "At Large" member with at least two citizens expressing interest. During that time, staff has written letters to property owners adjacent to the City boundary inviting them to meet and discuss their future visions for their interest. A summary of these meetings was provided to the City Council and the new Planning Commission.

On the future agenda for this Committee includes the following:

Formalize the Committee as a "Standing Committee;"
Receive staff feedback on the many property owner interviews that have occurred;
Consider amending the current draft City SOI Map;
Consider a third letter to invite property owners to a last and final discussion about the proposed SOI
Consider other County/City examples and agree to a definition of UGB, and Greenbelt;
Consider the draft Community Plan and future of the "Alameda" between 156 and Anza Trail and development north of San Juan Hollister Road

Recommend action for the PC and CC to consider in regards to next steps-

Approve/Amend the draft "Community Plan"
Final SOI (UGB?) map
Recommendation to LAFCO
Municipal Services Report
CEQA work- EIR- General Plan EIR Amendment
County support for Greenbelts
County Property Tax Sharing Agreement(s)
Pending Annexation Applications

The City Council over three years, has budgeted from the General Fund $110,000 (understated in as $100,000 in the attached "Priorities and Issues" from the Budget), and spent $6,800 not including staff time. It has also budgeted $160,000 from the State SB2 Grant, and has spent $133,350. Of $270,000, $129,850 remains.

THIRD STREET MASTER PLAN

The Third Street Master Plan has evolved slowly but effectively as certain critical components are brought together to provide an inclusive community based 10-20 year plan to guide Third Street's future. Once the critical concepts are considered, they need to come together into comprehensive plan that will include downtown as a destination, managing its traffic circulation, housing and mixed-use opportunities, integration with critical partners to include the Historical Society, Mission, State Parks and School District, parking, public art and amenities, and sustainable business owner and property owner involvement, representation and "ownership."

The implementation strategy of the Third Street Master plan will identify several different publicly owned improvements ranging from storm water systems, to street lights, trees, landscapes and furniture. Many of these amenities and design guidelines are already defined and need to be integrated into the new comprehensive Plan. The property owners and business owners will formalize a structured City supported "District." This district will be charged in part, to maintain these special improvements that are above and beyond the City's regular responsibilities for its infrastructure.

The Active Transportation Plan ("ATP") scheduled for approval on this agenda, includes several significant recommendations focused on downtown. Once approved, it will serve a conceptual tool and grant writing tool to help pay for future public engagement focused on developing into the Third Street Master Plan. To that end, also on this agenda, is the proposed grant application to consider a transportation hub on the Alameda as recommended in both the General Plan and ATP. The hard work now completed by the community through its direct engagement in the recommendations of the ATP are just the beginning of many considerations including the future of Third Street Master defined by its Master Plan. The Economic Development Citizen's Advisory Committee will also have a significant role to paly as these plans become better defined, by implementing tools to retain, attract and grow the businesses and create jobs in the City.

The Third Street Master Plan has received $100,000 from FY 21/22 General Fund, and another $115,000 this fiscal year from the American Rescue Plan, for a total of $215,000. Nothing was spent on this initiative this year while the City completed its ATP funded by a separate $250,000 state grant.

PUBLIC SAFETY COMMITTEE

The work of the Public Safety Committee evolved after 18-months of regular meetings as an Ad-Hoc Committee, to becoming a Council Standing Committee that last met September. Its membership is changing and will resume quarterly meetings the first week in March.

The PSC recommended and received the budget and Sheriff's approval to hire a second dedicated deputy this past year. On August 16, 2022, Resolution 2022-66 was adopted by the Council and a press release was issued August 24, 2022. However, the City was advised by the Sheriff that due to staffing challenges, this position will be (has been) difficult to fill and remains vacant.

The City Manager has met with the Sheriff Department for a six-month period ending in December, 2022. These monthly meetings have focused on the role of the City and the Sheriff in SJB. The City Manager is responsible to enforce every City law. So the City is seeking clarification concerning which laws the Sherriff does not enforce. These include animal regulation, fireworks and several other laws that are not typically enforced by code enforcement that is focused on land use violations. Technology, including cameras has bene discussed. But action is slow. In the mean-time, the City has been informed that the Sheriff contract needs to

re-negotiated. One meeting occurred last fall. Since that time, new vendors for camera services have been identified.

The City brought on a new private security company June 4, 2022. The implementation of this new contract includes parking enforcement, and administrative citation enforcement.

The City of Hollister has re-started the "Fire Advisory Committee," represented by the Mayor and Councilmember Freels. At their last meeting held Thursday February 16, 2022, the County Office of Emergency Services announced that they had been awarded a $150,000 grant to explore the feasibility of forming a Fire District.

At its January 24, 2023 Council meeting the City Council approved a $60,000 consultant agreement with CityGate. CityGate has a strong public safety team include a retired undersheriff and fire chief, to help position the City strongly as these large initiatives move forward.

The Public Safety Initiative was budgeted $1,000 from the general fund in FY 21/22, and another $100,000 from ARP fund this fiscal year. It has not spent any of the $200,0000 allocated.

RECREATION COORDINATOR

The City budgeted for a part-time recreation coordinator position at Mid-Year. This position is proposed to be compensated at $26 per hour, and for six months would cost $27,000. The EDCAC has made great progress exploring the potential and needs for recreational programs. Survey results and handouts from the January meeting were shared with the City Council. They have at least one more community workshop to complete in April. Staff will return to the March Council meeting with a job description and compensation plan. By March, the City will be working on the Community Hall and planning for summer recreation programs.

CAPITAL IMPROVEMENT PLAN

The City's CIP grew seven times larger from FY 21/22 ($3.7 million) to FY 22/23 ($22 million) by adding the $18 million sewer force main. Without this project, it grew by 10% to $4.1 million. The CIP and the status of its 32 Projects is provided as Exhibit D to the attached Resolution.

Of the 32 CIP's identified for FY 22/23, the City is actively moving forward with and/or completed 15 of them. Two additional park projects were not completed as anticipated by June 30, 2022, and have had to be carried forward into the FY as well (17 projects this year).

Completed projects include Franklin and Verutti Parks, the ATP, the Joint School Use Project (fencing), Water and Sewer rate studies. Projects moving forward include the "Pavement Management Plan," (street and sidewalk repairs) at an estimated cost of $1.6 million, the acoustics at the Community Hall, Urban Growth Boundary Committee, Public Safety Initiative

and Third Street Master Plan (Multi-Model Hub grant application). The Hwy 156 Right Turn Lane is related to the new Gas Station at the Alameda. It is also moving ahead, and is paid for by the developer.

The sewer force main is now completely funded by $8 million in state and federal grants, and a low interest loan of $10 million. The debt service for this loan is well below the amount anticipated in the sewer rate increase, which will hopefully result is slower than expected rate increases in subsequent years. The project is being bid for construction in the next 45-60 days, and these prices will be ultimate driver in making these decisions. Construction is scheduled to begin in May 22, and last until June 2024.

RECOMMENDED MID YEAR ADJUSTMENTS

Exhibit C to the attached Resolution includes two tables. One is a summary of the use of the American Rescue Plan funds of $500,000 from FY 21/22 and FY 22/23. The second Table is a request for increased budgets in 3 CIP projects, and 5 new CIP projects.

The three projects requested for increases include Third Street Transformation Initiative, in the Amount of $350,000. This is a grant application due in March as described in detail in a separate report to the Council on this Agenda. The second is an increase to the Luck Park Historical Improvement budget using ARP funds left from the Joint Use/Fence project. The City needs to complete a structural assessment of the historic Luck Gas Station. The Housing Element had a $25,000 budget but needs to be fully funded and start as soon as possible to meet the December deadline. This $150,000 request is from the General Funds. According to AMBAG, the State "REAP2" grant funds can only be used to implement the new Housing Element once it is completed.

Two of the five new projects are familiar. They include the retainer for the Historic Preservation expert Meg Clovis. Her services include an assessment of the City's preservation efforts, and recommendations for improvements. She has also reviewed several tenant improvement projects and historic signs. The second is the CityGate strategic planning and organization review study. The three brand new projects include fumigation of the Library and Community Hall, two new PC's for the Library, and City Hall interior design improvements.

FISCAL IMPACT:

Of the $685,000 proposed increase to the CIP, $350,000 are Grant funded. The General Fund surplus estimated to be $435,000 will be used to cover the $415,000 needed for these projects, mostly attributable to the Housing Element. ARP funds will use the existing balance to complete two projects, and the enterprise funds will help pay for a portion of the Strategic Plan.

ATTACHMENTS:

1) Proposed Resolution with Operational and Capital Improvement Budget Status
2) "Priorities and Issues" Narrative from the Budget

RESOLUTION NO. 2023-XX

A RESOLUTION OF THE CITY OF SAN JUAN BAUTISTA MAKING CERTAIN FINDINGS IN RELATION TO THE FY 2022/23 BUDGET AND APPROVING CERTAIN ADJUSTMENTS AT THE MID-YEAR TO ACCOUNT FOR SEVERAL SMALL VARIANCES FROM THE ORIGINAL FY 2022/23 BUDGET

WHEREAS, Resolution 2022-49 was adopted June 14, 2022, and the City adopted its budget for FY 2022/23; and

WHEREAS, Resolution 2023-04 was adopted January 24, 2023, the City Council received its audit for FY 2021/22, and the auditor opinion is unmodified, or it is a "clean" report with no material findings; and

WHEREAS, in the attached staff report, analyzing the audit results and final fund balances moving forward, and after reviewing City's budget performance over the past six months staff has summarized its Mid-Year budget review in the two attachments ("Exhibits A" and "B"), one for revenue adjustments and one for expenditure adjustments; and

WHEREAS, in Exhibit A**,** staff anticipates a slight growth in the General Fund revenues, particularly attributable to better interest rate returns, transient occupancy tax and property tax revenues; at Mid-Year, the General Fund can be summarized as follows:

1) **General Fund** revenues are running at 49% for the year to date. Correspondingly, General Fund expenditures are at 37% for the year to date. The net effect is a positive change in general fund balance of $432k.

WHEREAS, as a result of its review, the Water Enterprise Fund and Wastewater Enterprise Funds can be summarized as follows:

1) **Water Enterprise Fund ~** The water Enterprise Fund revenues are running at 51% for the year to date, and expenses are at 51%. The net effect is a positive change in the water Enterprise Fund of $212k.

2) **Sewer Enterprise Fund ~** The sewer Enterprise Fund revenues are running at 64% for the year to date, and expenses are at 53%. The net effect is a positive change in the sewer Enterprise Fund of $274k.

WHEREAS, Exhibit B outlines a few one-time adjustments to the Operational Budget as a result of changes related to the City's major contracts to adjust for cost increased beyond the budget amounts increasing some expenditures while reducing other major contracts, with a net savings of $200,000 in the General Fund and $190,000 in Community Development, suggesting that the savings and revenue increases be targeted for the reserves in the respective funds; and

WHEREAS, Exhibit C describes the status of the American Rescue Funds ($500,000) and the Capital Improvement Budget (provided as Exhibit D for reference). Exhibit C is seeking amendments to the CIP adding $668,520, increasing budgets for three existing projects, and adding five new projects to the CIP anticipated to be started this fiscal year; and

WHEREAS, of the requested $668,520, $415,000 is requested from anticipated savings this year in the General Fund, $20,000 from the Enterprise Funds, and the majority of new funds provided by grants ($350,000).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of San Juan Bautista:

1) That the Staff report submitted for the February 21, 2023 Council meeting and its conclusions are hereby deemed to be true and correct, and are made a part of this resolution by reference.

2) That the completed Audit of the FY 2021/22 has confirmed and finalized the fund balances heading into FY 2023/24, and that a Mid-Year Budget review of this fiscal year's activity has been completed and that the assumptions and projections made in prior budget preparations have been confirmed and quantified.

3) The details of the recommended Mid-Year Budget adjustments for Fiscal Year 2022/23 are provided in Exhibit "A" for revenues, and Exhibit "B" for expenditures and "C" for the allocation of $668,520 to the CIP, and increasing revenues $200,000 and reducing expenses by $265,000 to the Operational Budget.

4) That the balance of savings in all funds will be used to increase the reserve amounts in each of the three funds for consideration of new programs and initiatives during FY 23/24.

PASSED AND APPROVED at a regular meeting of the San Juan Bautista City Council on the 21st day of February 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Leslie Q. Jordan, Mayor

ATTEST:

_____
Elizabeth Soto, Deputy City Clerk

Attachments:
A. Revenue Summary
B. Expense Summary
C. Allocation of Coronavirus State and Local Fiscal Relief Funds
D. Existing CIP for FY 22/23

EXHIBIT A
FY 2022/23 MID-YEAR BUDGET REVENUE ADJUSTMENTS

REVENUES Fund	Annual Budget	Proposed Revised Budget	Difference	Footnotes
General Fund	2,737,935	2,937,935	(200,000)	A
Special Revenue Funds:				
Capital Projects Fund	3,186,996	3,186,996	-	
Community Developmer	404,514	404,514	-	
COPS	100,000	100,000	-	
Parking & Restroom Fd	26,000	26,000	-	
Gas Tax Fund	98,520	98,520	-	
Valle Vista LLD	26,529	26,529	-	
Rancho Vista CFD	66,521	66,521	-	
Copperleaf CFD	22,650	22,650	-	
Internal Service Funds:				
Blg Rehab. & Replace	38,000	38,000	-	
Vehicle Replacement	60,000	60,000	-	
Enterprise Funds:				
Water				
Operations	1,213,800	1,213,800	-	
Capital	79,350	79,350	-	
Sewer				
Operations	1,185,000	1,185,000	-	
Capital	484,352	484,352	-	
TOTAL Funds	**9,730,167**	**9,930,167**	**(200,000)**	

Footnotes ~

A ~ Increase in general fund revenues for higher property taxes, interest income, T.O.T. taxes, offset by slightly lower than anticipated sales taxes.

EXHIBIT B

FY 2022/2023 MID-YEAR EXPENDITURE ADJUSTMENTS

EXPENDITURES Fund	Annual Budget	Proposed Revised Budget	Variance	Footnotes
General Fund	2,425,349	2,350,349	(75,000)	A
Special Revenue Funds:				
Capital Projects Fund	3,186,996	3,186,996	-	
Community Development	671,289	481,289	(190,000)	B
COPS	100,000	100,000	-	
Parking & Restroom Fd	2,500	2,500	-	
Gas Tax Fund	19,000	19,000	-	
Valle Vista LLD	26,529	26,529	-	
Rancho Vista CFD	66,521	66,521	-	
Copperleaf CFD	22,650	22,650	-	
Development Impact Fee Funds				
Public/Civic Facility	2,700	2,700	-	
Library	4,440	4,440	-	
Storm Drain	3,432	3,432	-	
Park In-Lieu	300	300	-	
Public Safety	852	852	-	
Traffic	432	432	-	
Enterprise Funds:				
Water:				
Operations	805,232	805,232	-	
Capital	79,350	79,350	-	
Sewer				
Operations	923,911	923,911	-	
Capital	484,352	484,352	-	
TOTAL Funds	**8,825,835**	**8,560,835**	**(265,000)**	

Footnotes:

A ~ Decrease in budgeted expenditures for SBC Sheriff services (175k) and increase for private secuirty, (30k), legal fees (25k), and City Clerk position (45k)

B ~ Decrease due to lower planning consultant expenditures (160k) and lower building inspection expenditures (30k)

EXHIBIT C

AMERICAN RESCUE PLAN							
BASED ON THE JUNE 14, 2022 BUDGET STAFF REP		BUDGET	BUDGET		YTD	BALANCE	REAPP?
	CIP	FY 21/22	FY 22/23	TOTAL	FY 22/23		
COVID Tests	-	$ -	$ -	$ -	$ -	$ -	
Business Grants	-	$ 25,000	$ 25,000	$ 50,000	$ 50,000	$ -	
New Start-Up Business Grants	-	$ 20,000	$ 15,000	$ 35,000	$ 35,000	$ -	
Homeless Programs	-	$ 10,000	$ -	$ 10,000	$ -	$ 10,000	
Non-Profit Grants	-	$ 15,000	$ 10,000	$ 25,000	$ 25,000	$ -	
School Facility/Joint Use Acce	22.07	$ 175,000	$ (75,000)	$ 100,000	$ 91,480	$ 8,520	$ 8,520
Third Street Transformation	22.01		$ 115,000	$ 115,000	$ -	$ 115,000	
Public Safety Initiative	22.02		$ 100,000	$ 100,000	$ -	$ 100,000	
Track and Field Contribution	-		$ 50,000	$ 50,000	$ -	$ 50,000	
Luck Park Historic Improveme	23.03		$ 15,000	$ 15,000	$ -	$ 15,000	
		$ 245,000	$ 255,000	$ 500,000	$ 201,480	$ 298,520	$ 8,520

EXHIBIT C – Mid Year 22/23 CIP

ONE TIME FUNDING FOR SPECIAL PROJECTS OR INCREASED FUNDING FOR EXISTING PROIJECTS								Other Funds	
EXISTING CIPS		EXISTING	INC/DEC	TOTAL	GF	ARPA	Other Grants	Water Ent.	Sewer Ent
Third Street Transformation	22.01	$ 215,000	$ 350,000	$ 565,000	$ 100,000	$ 115,000	$ 350,000		
Luck Park Historic Improveme	23.03	$ 15,000	$ 8,520	$ 23,520		$ 23,520			
Housing Element	23.07	$ 25,000	$ 150,000	$ 175,000	$ 175,000		$ -		
		$ 255,000							
NEW CIP/STUDIES	NEW CIP								
City Hall Improvements	23.08		$ 25,000	$ 25,000	$ 25,000				
Citygate Strategic Plan	23.09		$ 60,000	$ 60,000	$ 40,000			$ 10,000	$ 10,000
Fumigate Library and Comm H	23.10		$ 20,000	$ 20,000	$ 20,000				
2 new PCs for Library	23.10		$ 5,000	$ 5,000	$ 5,000				
Historic Preservation Consulta	23.11		$ 50,000	$ 50,000	$ 50,000				
		$ 255,000	$ 668,520	$ 923,520	$ 415,000	$ 138,520	$ 350,000	$ 10,000	$ 10,000

EXHIBIT D

JUNE 6, 2022 CIP				
05.31.2022	**CAPITAL IMPROVEMENT BUDGET FY 22/23**	**Project #**	FY 22/23 Budget	**Status 02.21.23**
Street Projects				
	Hwy 156 RTL	20.03	590,643	Acq ROW/Cal Trans Plan Check
$$	PMP- Slurry Seal, Overlay	21.22	1,100,160	30% Complete
	Landscape for Third Street Improvements	22.06	40,500	Included in PMP
NEW	Sidewalk Repairs	23.01	200,000	Included in PMP
Utility projects				
*	Rancho Vista Lift Station	20.05	125,000	
	Transfer Switches for Wells 1 + 5	21.07	4,350	Well 5 only so far
	Design Force Main to Hollister	21.20	334,343	100% complete
NEW	Construct Force Main to Hollister	23.02	18,000,000	Bid in March
$$	Dias Lift Station Pump Ungrades	22.03	74,572	Purchased Pumps
$$	Telemetry	22.04	150,000	
	Lift Station Pump-Emergency Repl	22.05	16,780	
	Emegerncy Generators	21.23	170,000	
MY	Waste Water Treatment Plant - Mid Year	22.06	23,000	100% Complete
Parks Projects				
FY 21-22	Franklin Park	21.01	267,240	100% Complete
FY 21-22	Verutti Park	19.42	189,701	100% Complete
MY	Joint Use of School	22.07	100,000	100% Complete
NEW	Track and Field Contribution	23.04	50,000	
NEW	Parks Tables and Benches	23.05	20,000	
NEW	Luck Park Historical Imps	23.03	15,000	Assessment complete
	Trail Plan (ATP)	21-02	205,458	95% Complete
Community Facilities Projects				
$$	Community Hall Accoustics	21.24	50,000	Bid in March
$$	Fire Station Aparatus Bay	21.23	70,000	
Equipment				
	Pipe Threader	21.18	2,500	
$$	Steel Trench Plates	21.25	5,000	
Studies				
$$	Water/Sewer Rate Study (Prop 218)	21.09	31,993	100% Complete
	Impact Fee Nexus Study	21.10	35,000	
	SB 2 Grant HCD	21.12	159,087	90% Complete
$$	LEAP Grant HCD	21.13	20,334	90% Complete
	REAP Grant HCD	21.14	2,611	90% Complete
NEW	Fire District Study	23.06	12,500	RFP/Grant Feasibility
NEW	Housing Element (half this FY half next FY)	23.07	25,000	RFP in March
Special Initiatives				
	Urban Growth/Sphere of Infl	21.11	103,203	Draft SOI/New Committee
$$	Third Street Master Plan	22.01	215,000	Following ATP
$$	Public Safety Committee Initiative	22.02	200,000	Assesment Concluded/SO and Fire Contracts
			22,152,034	
Subtract Force-Main to Hollister			(18,000,000)	
			4,152,034	

PRIORITIES AND ISSUES FOR FISCAL YEAR 22/23

The City's budget is based on its evolving Strategic Plan, adopted March 17, 2022, and now in its third and final year. Consistent with election cycles, a new Strategic Plan will be considered for FY 23/24 after the 2022 election this November. Pushing ahead, the City is great financial position to reach many of its long-term goals in FY 22/23.

In December, the City approved new sewer rates that include the capital cost to send its wastewater to Hollister. The design of the Force Main is 90% completed. It is scheduled to break ground this fall. If the water rates are approved in July 2022, the City will be poised to complete its new drinking water program. This project will break ground next fiscal year, and is scheduled for completion before December 2024. It consists of a 7-mile pipeline from the West Hills Treatment Plant, importing 65% of its water and blending it with City well-water.

A year ago, the City hired its Assistant City Manager Community Development Director and has re-built its short-term and long-term planning capacity. This opens the door for growth in all City programs, but especially in two of its three "Special Initiatives;" Third Street Master Plan and Sphere of Influence/urban Growth Boundary Committee. Other priorities including public safety are addressed in both the Strategic Plan and the budget in FY 21-22 are scheduled to move into high-gear in 2022/23. The City has the capacity to make these aspirations a reality.

SUMMARY

At the Mid-Year Budget review, the City budgeted for several new initiatives in relying on the American Rescue Plan to re-charge its General Fund. These one-time expenses covered COVID test, business and non-profit loans, and the focus was the joint use of the San Juan School facilities.

The City attempted to buy testing kits for its employees, and they became backordered. The order was never filled, but the Fire Department has come through with ample supply. The use of this $5,000 can be reconsidered. Business loan applications have exceeded expectations. It needs more budget to accommodate the number of applications at $2,500 each. The project to install fencing at the school to allow for afterhours use by the public, is less than budgeted. This frees up $75,000.

Budgeting the second installment of $250,000, staff has the following recommendations that reinforce existing priorities. The track-and field project reports raising 2/3 of their goal. They have written seeking $50,000 from the City. The Luck Park master plan is complete, and the Historic Society has requested funding to enhance the preservation of Jim Jack Cabin, and landscaping for it (recommending $15,000 as "Luck Park Improvements").

The majority of the funds are targeted to the Third Street Master Plan and Public Safety initiative. All of the policy focus areas are described in detail, with a new policy area focused on community services and recreation.

AMERICAN RESCUE PLAN BUDGET	FY 21/22		
		Spent by 6.30.22	Balance
MID YEAR BUDGET FY 21/22			
COVID Tests	$ 5,000	$ -	$ 5,000
Business Grants	$ 25,000	$ 25,000	$ -
New start-up Businesses	$ 20,000	$ 20,000	$ -
Homeless programs	$ 10,000	$ -	$ 10,000
Non-Profits Grants	$ 15,000	$ 15,000	$ -
School/Facility Joint Use Program	$ 175,000	$ 100,000	$ 75,000
	$ 250,000	$ 160,000	$ 90,000
	FY 21/22	FY 22/23	Total
BUDGET FOR FY 22/23			
COVID Tests	$ -	$ -	$ -
Business Grants	$ 25,000	$ 25,000	$ 50,000
New start-up Businesses	$ 20,000	$ 15,000	$ 35,000
Homeless programs	$ 10,000	$ -	$ 10,000
Non-Profit Grants	$ 15,000	$ 10,000	$ 25,000
School/Facility Joint Use Program	$ 175,000	$ (75,000)	$ 100,000
Third Street Transformation	$ -	$ 115,000	$ 115,000
Public Safety Initiative	$ -	$ 100,000	$ 100,000
Track and Field Contribution	$ -	$ 50,000	$ 50,000
Luck Park Historic Improvements	$ -	$ 15,000	$ 15,000
	$ 245,000	$ 255,000	$ 500,000

<u>Sphere of Influence/General Plan Amendment (FY 21-22 $260,000)</u>

The City is able to combine its SB2 Grant of $160,000 with the $100,000 from the General Fund set aside last year to work on a new sphere of influence. The week of May 3rd the City conducted several stake-holder meetings, a design charette, and convened a special meeting of the City Council to receive public input on a new sphere of influence, and the possibility of amending the General Plan to include a "planning area" and "growth boundary." The consultant team is scheduled to return at a joint City Council/Planning Commission meeting to consider the results of this intense data collection effort.

The work for SB2 Grant is time sensitive and has to be completed in September 2022. But work will continue after that. Assuming a sphere of influence is approved, it needs to be negotiated with the County. A property

tax-sharing agreement will be needed, based upon a newly drafted Municipal Services Report. CEQA work will be required, and then submit an application to the Local Agency Formation Commission for approval.

Third Street Master Plan, (increase from $100,000 to $215,000)

A Master Plan takes into consideration the strengths and weaknesses of the current designs and infrastructure, works closely with the community and stakeholders to determine the best path forward, and then establishes a vision for the future of Third Street within a 5-10-year window. This year, the City is considering adding $115,000 to the current $100,000 budget from one-time funds available in the General Fund as a result of American Rescue Plan ("ARP") assistance. Until this visioning process is completed, it is presumed that the Parklets would remain with annual permitting process to assure compliance with aesthetic and safety concerns. It may be that the Parklets evolve to become part of the permanent Third Street fabric, or evolve into 5-foot-wide sidewalks, allowing two-way traffic, with tables and chairs, and retail displays to use the additional space. The future of special events and other diverse uses of the public space on Third Street will be fully vetted over an 18-month study.

The newly formed Economic Development Citizens Advisory Committee is the voice of this project. It has been growing quickly. The EDCAC has a goal to form a formal business district downtown, and add structure to its policy decisions. The extension of parklets is one example of a sound policy decision coming from this new standing committee.

Public Safety Initiative, (increase from $100,000 to $200,000)

Since August 2021, the Public Safety Ad-Hoc Committee consisting of Chair Mayor Jordon, Councilmember Freels, Planning Commissioner David Medeiros, Planning Commissioner Yolanda Delgado, and Committee Member (Vide Chair) At Large Rachel Ponce have met 8-times. The Committee began with an assessment of public safety components consisting of three major contracts; Sheriff, Fire, and Private Security. The role of the code enforcement functions was also reviewed.

A lot of attention was given to security cameras. The City of King City Police Chief and City Manager reported to the Committee regarding the success of their program. Staff researched King City, Soledad and Hollister. All three cities are equipped with their own police department and technical staff. Discussions with the Sheriff's department about implementing a security system in San Juan Bautista have been positive, but their current use of video is limited to vehicles and body-cameras. In February they hired a new dedicated IT person and the City hopes to benefit by expanding the technical capacity of both agencies to not just purchase but monitor and take full

advantage of a solid security cameras system in the City. At its April 2022 meeting, the Public Safety Ad-Hoc Committee recommends that another $100,000 of the American Rescue Plan dollars be allocated to double this budget from last fiscal year.

At its October 18, 2021 the Committee approved a recommendation to the City Council, and the Council adopted Resolution 2021-58 requesting the Sheriff Department to change its service delivery from random coverage to one relying on a dedicated deputy. The Sheriff implemented that request just before the Arts and Crafts Festival in March 2022 at no additional cost to the City. We are developing a "coffee with a cop" program, as well as other community-based policing ideas.

Following a review of the Code Enforcement program, the City is working to improve the tools of code enforcement for nuisance properties and parking enforcement. The City tags 3-6 vehicles per month, and has towed 4 in the past 9-months. In 2020, the City wrote 15 citations and in 2021/22 it has written 65 citations.

The City code is being improved to allow easier and more assertive enforcement for properties that are neglected and deteriorating or dilapidated. This Ordinance will come forward in the next 60-days. Seven different parking laws are being considered as well. Three new violations concerning sidewalks and crosswalks, and improvement to parking laws for RV and boat storage and other legislative clean-up efforts.

Parking enforcement and administrative citation capabilities are being extended to private security. A new request for proposals was issued in April, and a new private security company is being considered with parking enforcement tools and experience. Bringing this skill-set to the City will greatly improve parking enforcement to the extent that a parking district can be established for the downtown.

To support this effort, the City has reviewed and doubled its capacity to enforce the payment of parking and administrative citations. "Data Ticket" was only monitoring parking tickets, and there was no follow-through on Administrative Citations. This has all been changed and upgraded now, to balance the whole enforcement matter. When needed collection agencies can intervene.

<u>The biggest question before the City Council is the possibility of having two dedicated deputies. The General Fund revenues can support this increased expense, especially if the private security services are reduced. This would increase having a deputy in the City from 4 ten-hour shifts, to 7 ten-hour</u>

shifts per week, with one overlap on Saturdays or as otherwise needed. The cost is estimated to be $150,000 annually. The cost of private security in FY 21/22 is $120,000. The City could reduce private security 50% ($60,000) and bear the burden of the extra $90,000. Staff and the Sheriff both support this move. It will be discussed by the Public Safety Ad Hoc Committee in May and June.

COMMUNITY SERVICES INITIATIVE (NEW IN 2022)

Staff has presented on several occasions the concept of adding at least a part-time community services coordinator position. The City is actively expanding recreation and community service facilities. These include the improving the acoustics in the Community Hall and opening it during the week for senior citizen services and other opportunities. It also includes the work started at Mid-Year budget towards the joint use of the San Juan School, its basketball courts and future track-and-field. Within the next few months, staff will receive a joint use agreement from the School District. Once executed, fencing will be quickly installed that will allow the school facilities to be open when the school is not. Maintenance staff will be on-board for the weekend coverage to help open and secure the facility. The use of Luck Park can also be expanded.

In addition to recreational concerns, the position can help with several other needs. It can bring back the Youth Commission. This Commission has been shut-down since COVID and staff does not currently have the capacity to oversee it. It can take the lead in helping coordinate community events. And very importantly, it can help organize community volunteers to serve the community be helping with City and community activities. It takes a reliable person to staff this position and consistently provide time and energy to these efforts to make this work. This part-time position is currently in the budget.

PUBLIC NOTICE

City Council Seeks Interested Person to Serve on the Public Safety Standing Committee

The Public Safety Committee focuses on the role of the city and the Sheriffs in San Juan Bautista. Since its inception, the Committee had completed several significant tasks, including changing the method by which the Sheriff enforced the City's laws establishing a dedicated deputy, a second dedicated deputy position, a new private security provider, and defining the Public Safety Initiative to focus on a security camera system for the City.

The Public Safety Committee is comprised of two (2) Councilmembers, one (1) Planning Commissioner, one (1) Historic Resources Board member, and one (1) member of the public at large. The Committee meets quarterly.

Any resident of the City of San Juan Bautista interested in participating can obtain an application to serve on the Public Safety Committee by contacting Deputy City Clerk Elizabeth Soto at deputycityclerk@san-juan-bautista.ca.us, by calling 831-623-4661, extension 13, or from the City website at www.san-juan-bautista.ca.us

The deadline to submit your application is **March 2, 2023**.

City of San Juan Bautista
311 Second Street
P.O. Box 1420
San Juan Bautista, CA 95045
(831) 623-4661

PUBLIC NOTICE

City Council Seeks Interested Person to Serve on the Urban Growth Boundary/Sphere of Influence Subcommittee

"An urban growth boundary, or UGB, is a regional boundary, set in an attempt to control urban sprawl by, in its simplest form, mandating that the area inside the boundary be used for urban development and the area outside be preserved in its natural state or used for agriculture." Wikipedia

The City Council for the City of San Juan Bautista has formed a committee to re-establish the City's Urban Growth Boundary and desires to include a member of the public.

The Urban Growth Boundary/Sphere of Influence Subcommittee is comprised of two (2) Councilmembers, two (2) Planning Commissioners, and one (1) member of the public at large. The Subcommittee meets as needed.

Any resident of the City of San Juan Bautista interested in participating can obtain an application to serve on the Public Safety Committee by contacting Deputy City Clerk Elizabeth Soto at deputycityclerk@san-juan-bautista.ca.us, by calling 831-623-4661, extension 13, or from the City website at www.san-juan-bautista.ca.us

The deadline to submit your application is **March 2, 2023**.

City of San Juan Bautista
311 Second Street
P.O. Box 1420
San Juan Bautista, CA 95045
(831) 623-4661