

# Appendices

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## Pacheco Boulevard Complete Streets Plan

### SR-152 Specific Plan | City of Los Banos

Accepted by Los Banos City Council, January 6, 2021



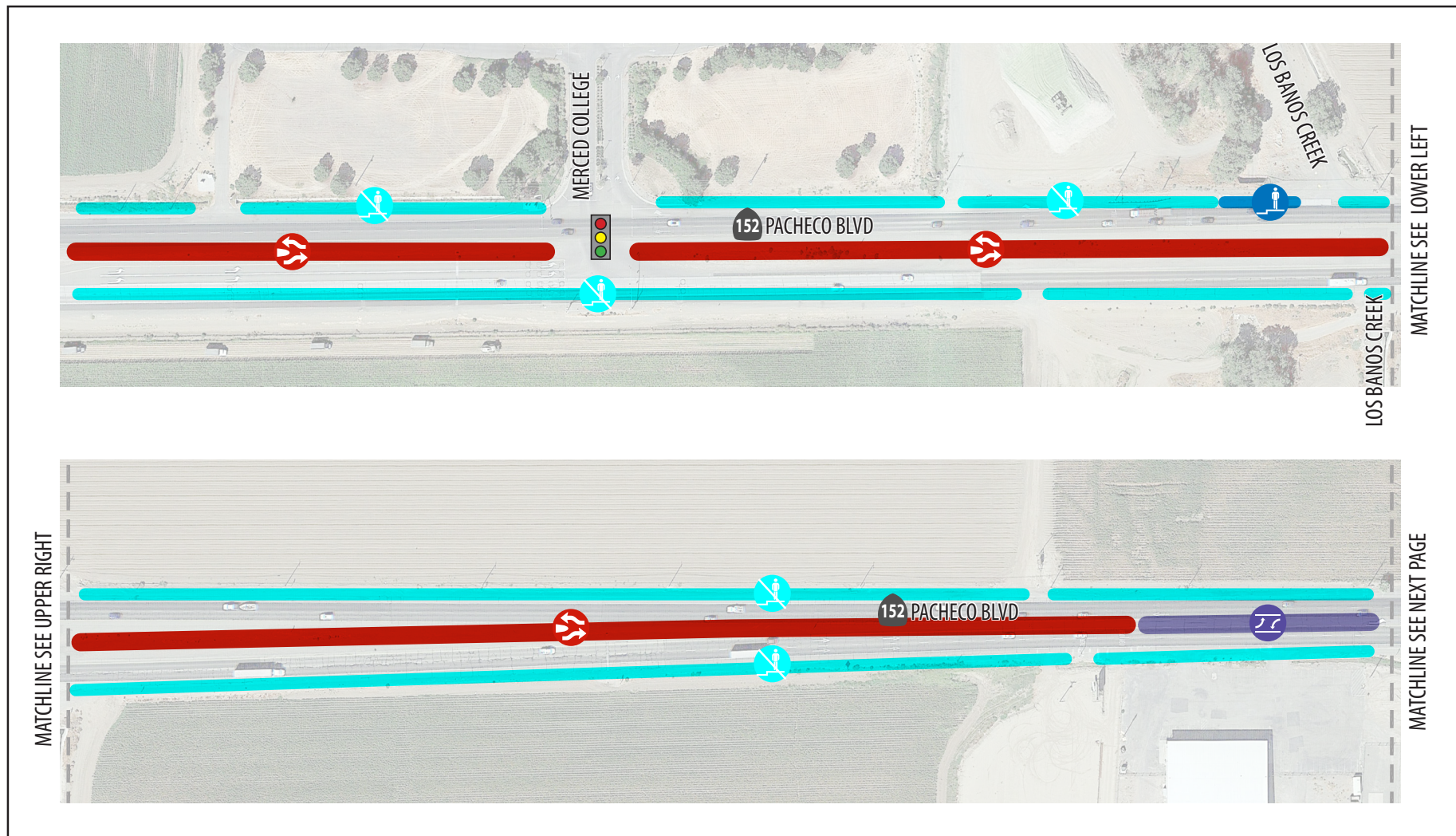
# Appendix A

## Detailed Existing Conditions Diagrams

This appendix presents diagrams illustrating existing street features along the Pacheco Boulevard Corridor. The diagrams represent existing conditions as of fall 2019, when the analysis was conducted. They provide additional detail to supplement the larger-scale diagrams shown in Chapter 2.

Existing street features shown on the following pages include:

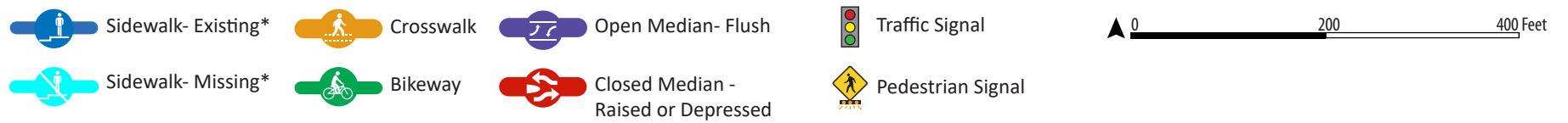
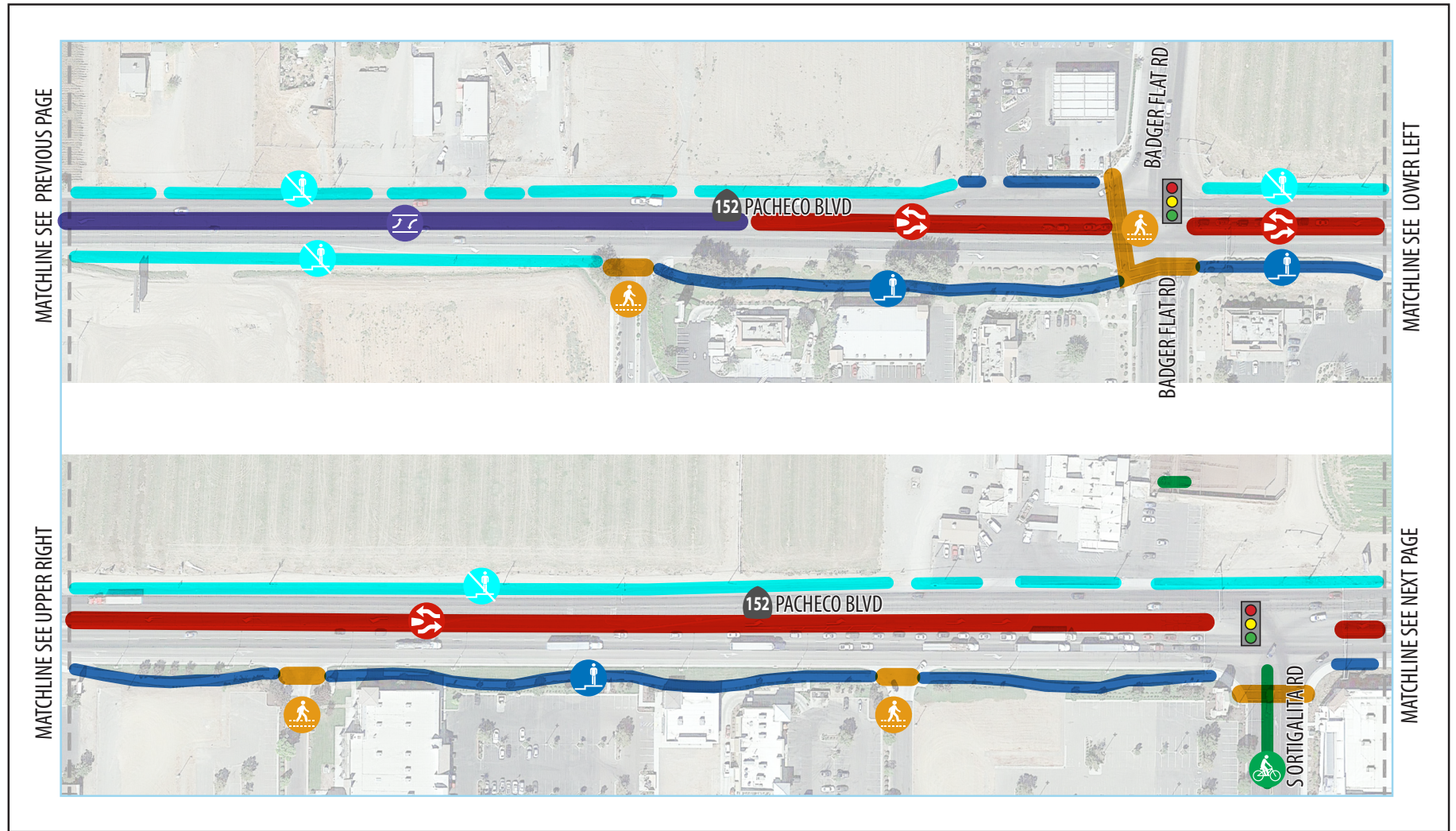
- Existing Sidewalks
- Missing Sidewalks
- Crosswalks
- Bicycle Facilities
- Roadway Medians
- Traffic Signals
- Pedestrian Signals



\* Gaps shown in sidewalk-existing and sidewalk-missing indicate driveways

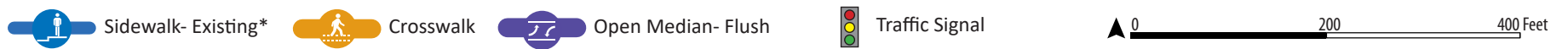
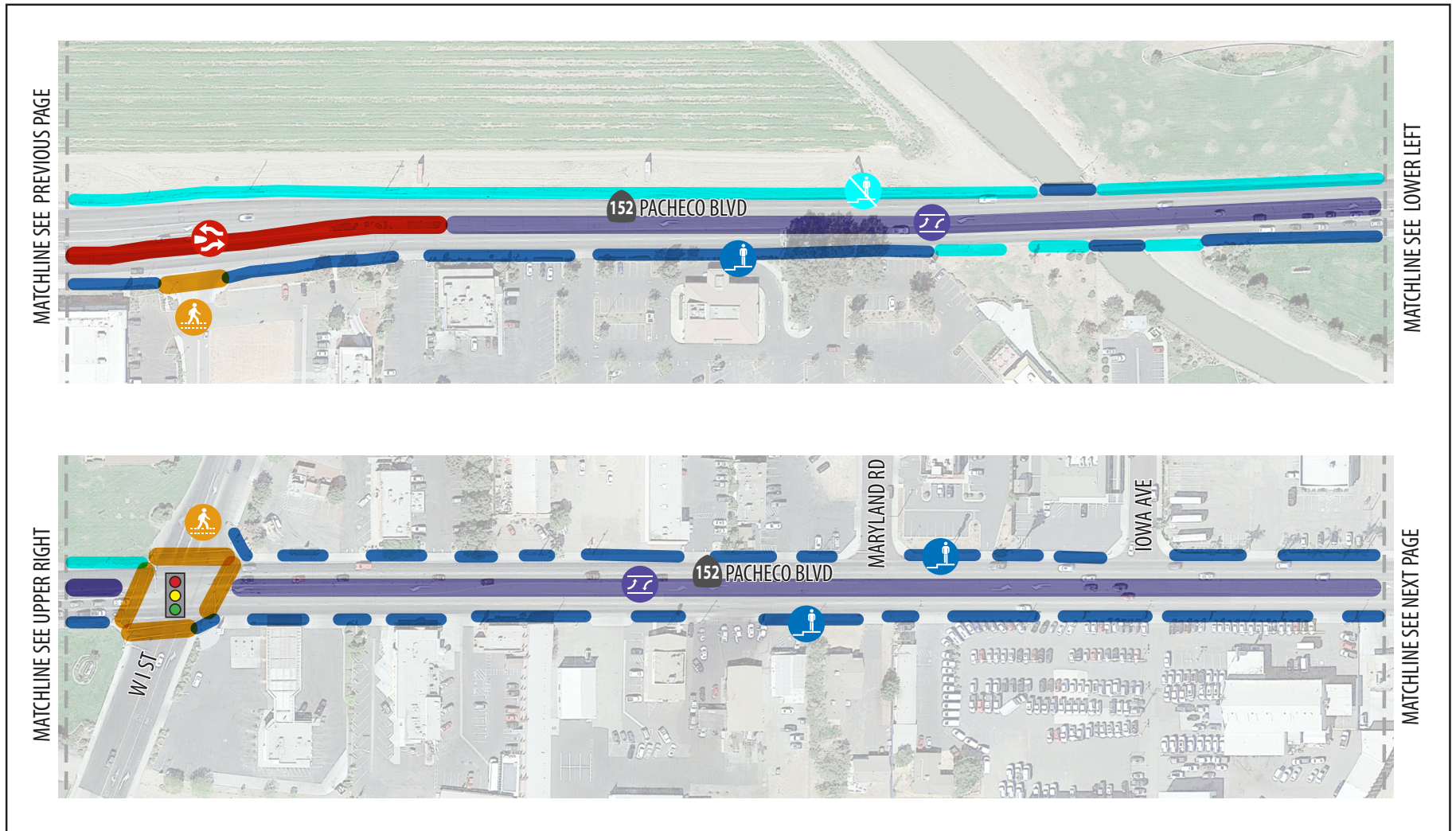




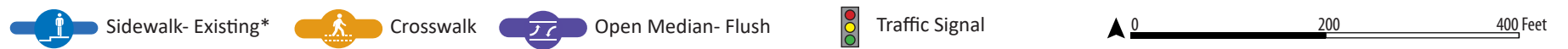
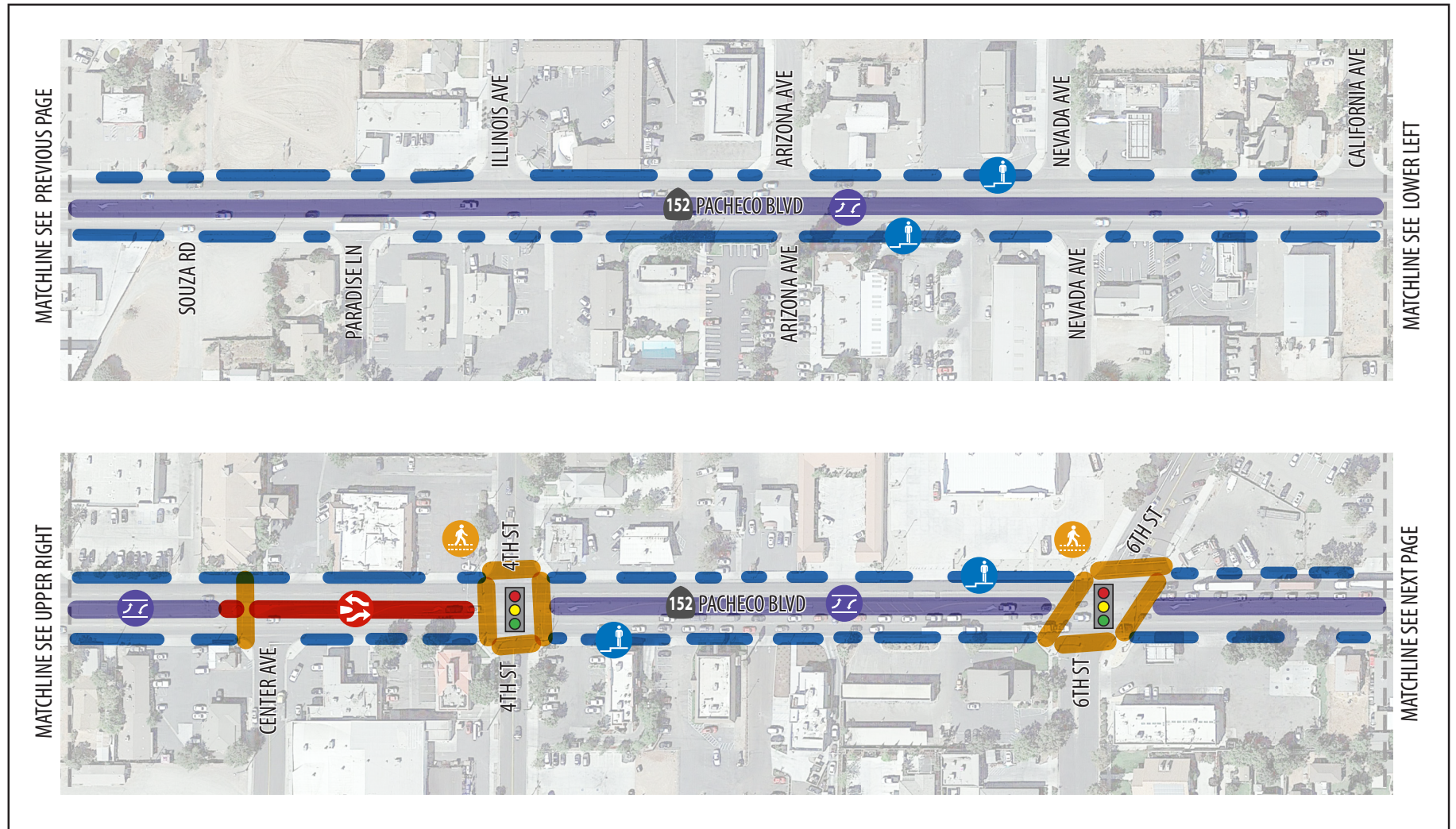


\* Gaps shown in sidewalk-existing and sidewalk-missing indicate driveways

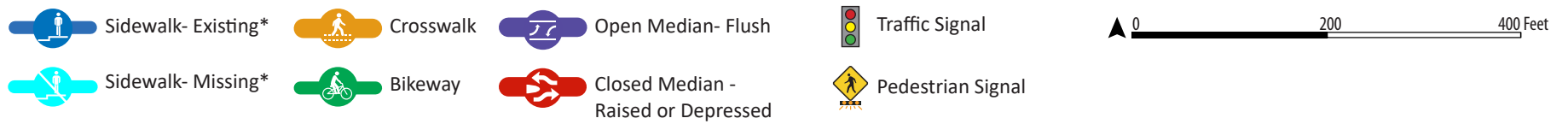
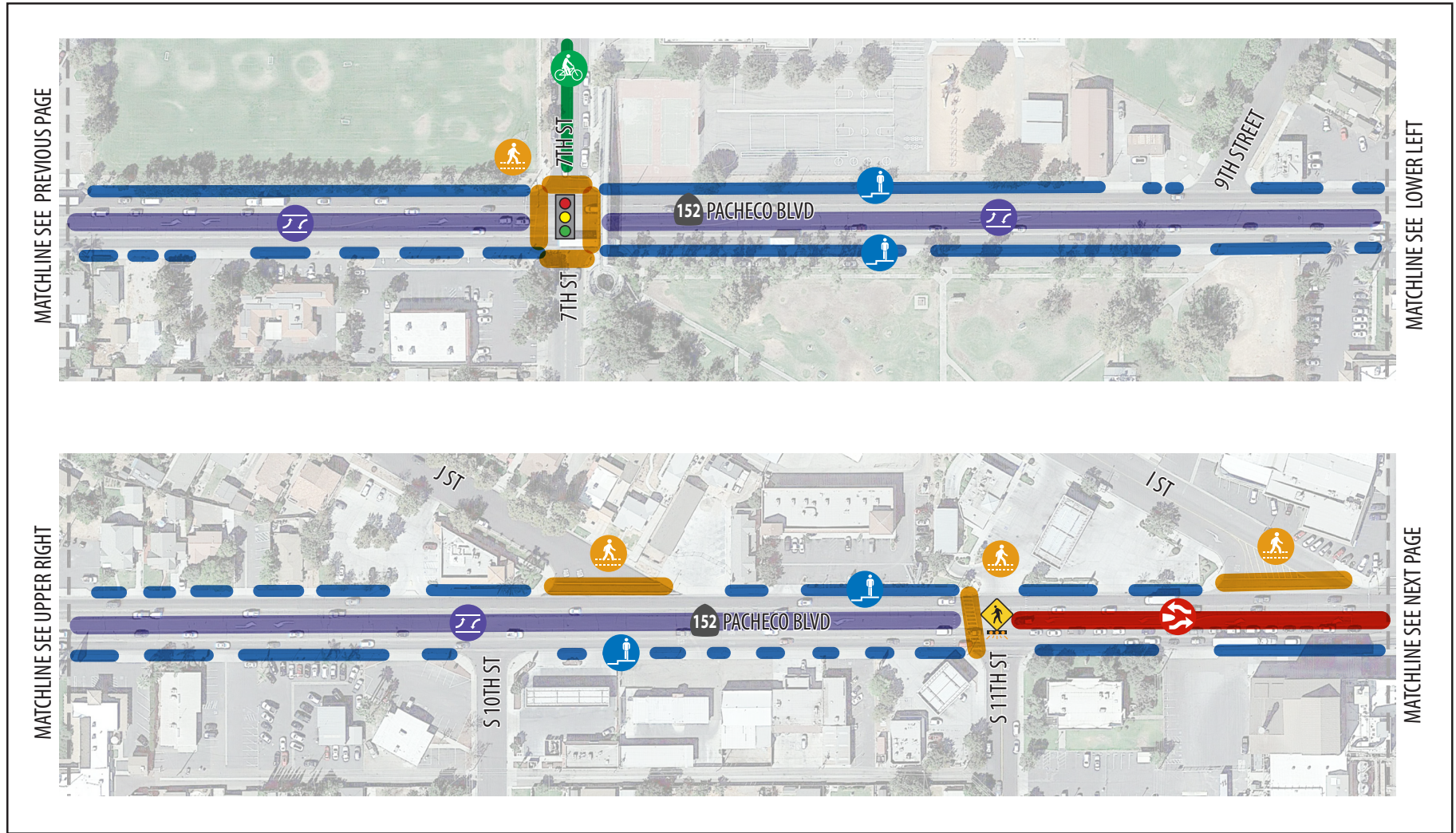




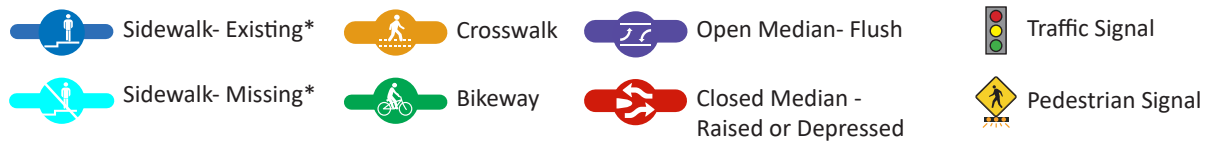
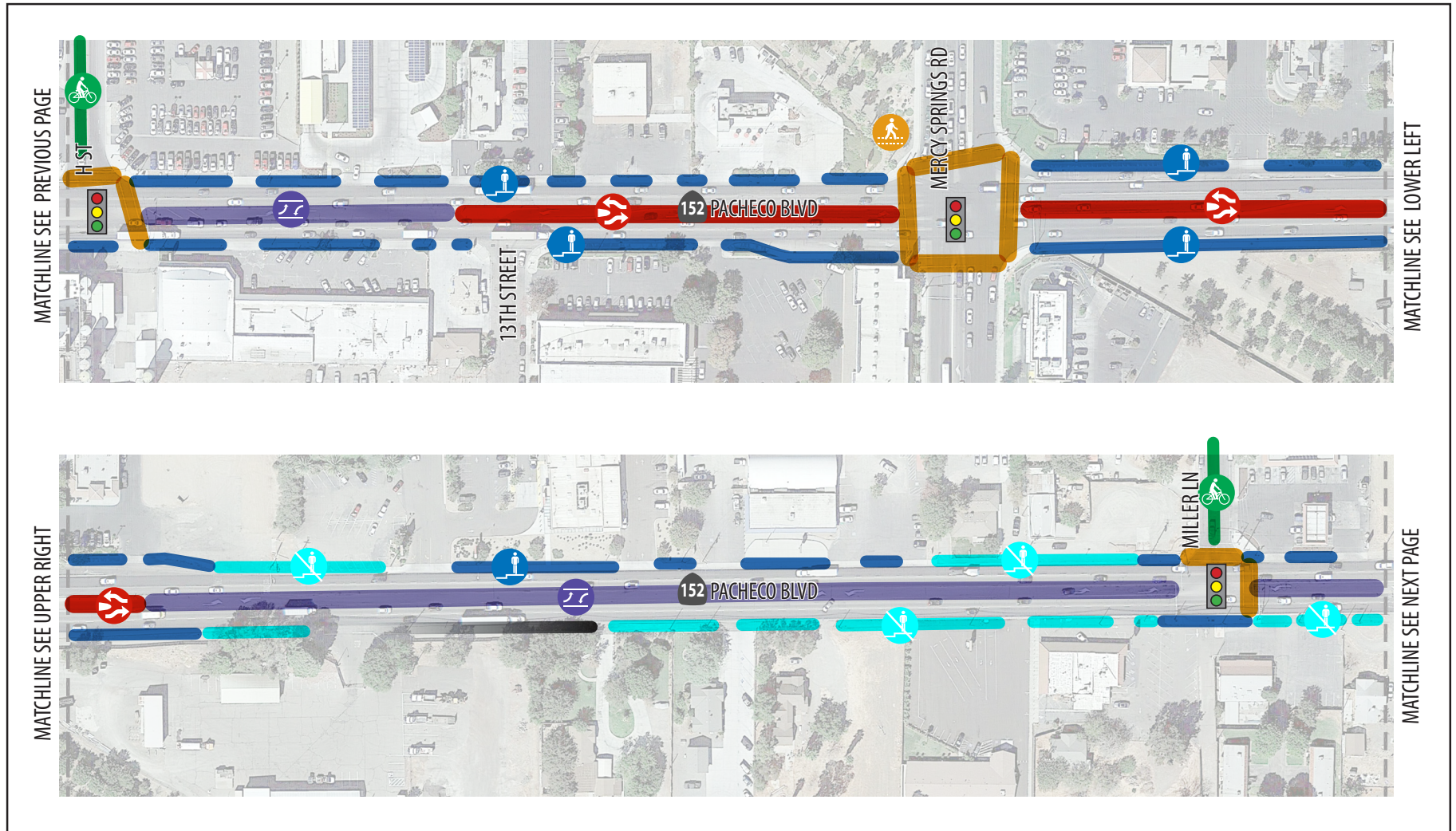






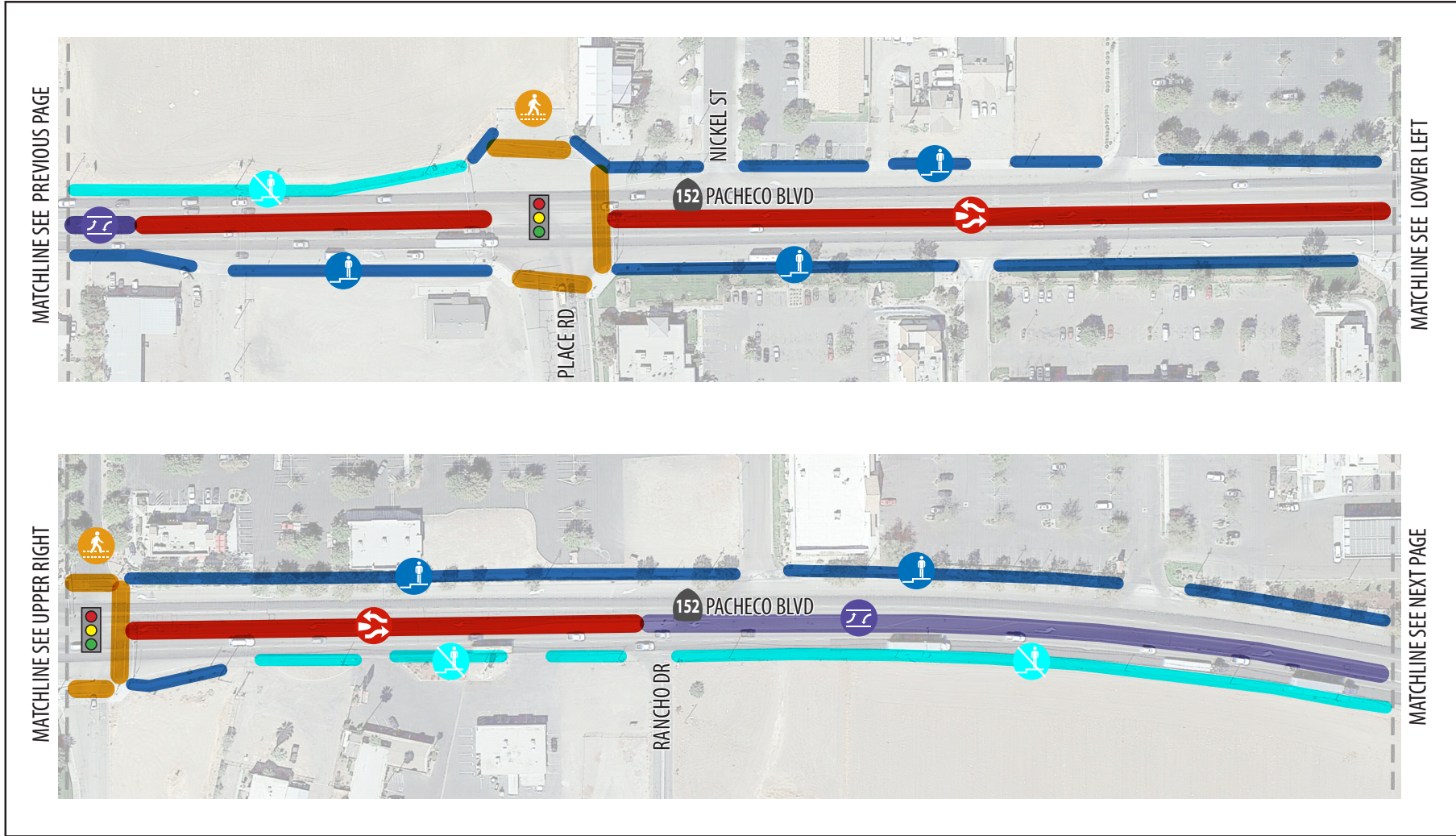














\* Gaps shown in sidewalk-existing and sidewalk-missing indicate driveways





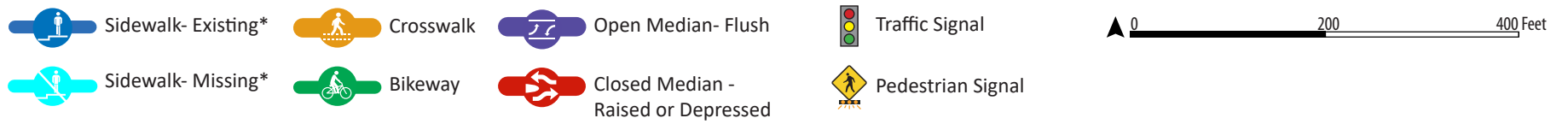
-  Sidewalk- Existing\*
  Crosswalk
  Open Median- Flush
-  Sidewalk- Missing\*
  Bikeway
  Closed Median - Raised or Depressed

-  Traffic Signal
  Pedestrian Signal

0 200 400 Feet

\* Gaps shown in sidewalk-existing and sidewalk-missing indicate driveways





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# Appendix B

## Community Engagement Meeting Summaries

This appendix presents summaries of the following community and stakeholder meetings, workshops, and open house events:

- Stakeholder Meeting – Agencies and Organizations (November 7, 2019)
- Stakeholder Meeting – Pacheco Boulevard Property and Business Owners (November 7, 2019)
- Community Workshop #1 (November 12, 2019)
- Community Workshop #2 (February 4, 2020) and Online Survey (February 11 – March 1, 2020)
- Community Open House (July 28, 2020) and Virtual Workshop #3 (August 6, 2020)

Workshop and Open House summaries address both the Pacheco Boulevard Complete Streets Plan and the Pioneer Road Complete Streets Plan, as these interrelated, concurrent plans were combined into a coordinated community engagement effort as described in Chapter 3.



## STAKEHOLDER MEETINGS SUMMARY

### Meeting 1 – Agencies and Organizations

### Meeting 2 – Pacheco Boulevard Property and Business Owners

November 7<sup>th</sup>, 2019  
Los Banos Community Center

#### Overview

Two separate meetings took place:

- Agencies and Organizations
- Pacheco Boulevard Business and Property Owners

Each meeting began with a welcome from PlaceWorks (project consultant) followed by self-introductions, during which attendees shared their names and relationship to the project (e.g., agency name, resident, business owner, etc.). Los Banos City staff were also in attendance. Introductions were followed by a brief overview of the project and project timeline presented by PlaceWorks.

A series of questions helped guide the discussion. Each meeting is summarized on the following pages, with key points organized by the guiding questions.



## AGENCIES AND ORGANIZATIONS

**Date and Time of Meeting:** Thursday November 7, 2019 – 11am-12pm

**Project Team / City Staff Present:** PlaceWorks  
City of Los Banos Public Works Department  
City of Los Banos Community and Economic Development Department

**Stakeholders Present:** Caltrans District 10  
Cultiva La Salud  
Los Banos Unified School District  
Grassland Water District  
Merced County Department of Public Works  
Merced County Farm Bureau  
Merced County Association of Governments  
Merced College  
Central California Irrigation District  
Central California Irrigation District  
Anderson Homes  
Stonefield Home  
Benchmark Engineering  
Española's Restaurant  
Agricultural property/business owners

### **Discussion:**

1. *What agency or organization do you represent? (See above attendee list)*
  - A question was asked regarding the timing of Pacheco Boulevard improvements. City staff responded that the type and timing of Pacheco Boulevard improvements will depend on several factors, including a potential reduction of traffic as a result of the proposed widening of Pioneer Road. Future funding for improvements along Pacheco Boulevard will depend on the scope and size of the projects. No funding has been obtained.
2. *Are there any projects or planning efforts we should be aware of and/or coordinate with within the project area that will provide opportunities or constraints for the Pacheco Boulevard and Pioneer Road Complete Streets project?*
  - Merced College – Los Banos Campus is completing a solar project but sees no conflict.

- The upcoming installation of a shared-use path from Merced College Los Banos Campus and Badger Flat Road along the north side of Pacheco Boulevard will not adversely affect the Complete Streets project. The project is 100% funded (Measure V).
  - Central California Irrigation District (CCID) noted that irrigation facilities are owned by users, and water rights are difficult to transfer. Property owners apply for project funding, and there are currently no current funding applications in the study areas
  - CCID reported that the crossing of ditches, wells and the canal will require coordination with them and property owners regarding water rights and underground piping agreements. CCID will work with and advise property owners on issues related to potential construction.
  - CCID reported no current projects related to irrigation facilities effecting Pacheco Boulevard or Pioneer Road.
  - Grassland Water District noted its concerns over potential habitat encroachment and disturbance.
3. *What types of street and streetscape improvements would you like to see along Pacheco Boulevard (e.g., street configuration, intersection treatments, widened sidewalks, street trees and other landscaping, bikeways, gateway improvements)?*
- Merced College – Los Banos Campus is supportive of the shared-use path planned for the north side of SR-152 between the College and Badger Flat Road.
  - Businesses are concerned over medians that restrict left turns. They restrict access to businesses, resulting in motorists making U-turns to visit businesses on the opposite side of the street.
  - City staff also noted that existing right-of-ways do not provide sufficient room for U-turns from a center lane.
  - Traffic signal timing would be a huge benefit. However, City staff noted that there are limitations to its effectiveness along Pacheco Boulevard given the number of signals, existing traffic and roadway characteristics.
  - Attendees supported improving streetscape character by extending the public realm beyond the public right of way, using frontages for landscaping, wider sidewalks, etc. through coordination with property and business owners.
  - School zones must plan for people walking and bicycling. It is recommended that the project team have a Spanish language meeting with Cultiva la Salud to discuss this and other topics.
  - W I St and Pacheco Boulevard is a dangerous skewed intersection that could benefit from safety improvements, including changes to signalization. City staff noted that that roadway geometry at this location makes it difficult to make improvements, including to signalization.
  - In response to a question about bike facilities along Pacheco Boulevard, City staff noted that within the existing right-of-way facilities along Pacheco Boulevard are not very feasible. Rather, the Complete Streets Plan should look at alternate parallel routes and improving crossings at intersections.
4. *Would you generally support changes to the roadway network (e.g., parallel route on Pioneer Road) if it would reduce traffic on Pacheco Boulevard?*
- Attendees showed general support for reduction of traffic on Pacheco Boulevard.
  - In discussion about a parallel route on Pioneer Road, there was concern over the accommodation of agricultural vehicles as well as large trucks. Design alternatives should take this into account.

## PACHECO BOULEVARD BUSINESS AND PROPERTY OWNERS

**Time of Meeting:** Thursday November 7, 1:30pm-2:30pm

**Project Team / City Staff Present:** PlaceWorks (Project Consultant)  
City of Los Banos Public Works Department  
City of Los Banos Community and Economic Development Department

**Stakeholders Present:** Property owners along and near Pacheco Boulevard  
Business owners along and near Pacheco Boulevard

### **Discussion:**

1. *Are you a Pacheco Boulevard property or business owner (or both)? Where is your property/business located? (See above attendee list)*
2. *Are there any particularly unsafe or difficult areas for people driving, walking and/or bicycling on Pacheco Boulevard?*
  - There is no sidewalk to the College. City staff noted that a shared-use path between the College and Badger Flat Road is in the planning stages. In response to a question about whether the south side was considered for the shared-use path, City staff noted that the primary issue was having a safe pedestrian and bicycle crossing at the College.
  - There is a lack of street lighting on the north side of segments of West Pacheco.
  - In general, walking is dangerous. The pedestrian overpass at 7<sup>th</sup> Street could be a safety benefit, but it is not highly used. Some attendees expressed approval of pedestrian overpasses if well designed.
  - The intersection of Mercey Springs Road and Pacheco Boulevard is unsafe and had a recent pedestrian fatality.
  - The intersection of 7<sup>th</sup> Street and Pacheco Boulevard lacks adequate visibility for motorists due to business signage and the structure of the pedestrian overcrossing. In addition, a lot of people run red lights at this location.
  - The roadway west of Badger Flat Road is poorly maintained by Caltrans
  - The intersection of Badger Flat Road and SR 152 has several issues including long traffic queues during morning hours, especially southbound on Badger Flat Road. Consider right turn on red restrictions with dedicated right turn signal phases.
  - The intersection of Ward Road and Pacheco Boulevard is dangerous with fast-moving traffic, especially westbound when motorists transition from high-speed travel along the divided highway to the slower speeds and traffic signal at Ward Road.
  - East of Ward Road, the two-way left turn lane is unsafe
  - In several locations, large trucks leave their vehicles in the two-way turn lane and hop out to visit a business.

3. *What types of street and streetscape improvements would you like to see along Pacheco Boulevard (e.g., street configuration, intersection treatments, widened sidewalks, street trees and other landscaping, bikeways, gateway improvements)?*

- Streets that cross Pacheco Boulevard around the downtown area (e.g., 4<sup>th</sup> Street) could be reconfigured to one-way streets. This could potentially improve safety at intersections and improvements to general efficiency and traffic flow.
- City staff noted that in some cases property owners may be approached with right-of-way access requests for use in streetscape and mobility improvements
- Several attendees expressed disapproval for raised center medians, which limit access and would require U-turns, often in locations without enough width to accommodate them. There is general support for two-way left turn lanes.
- City staff noted that accident rates are generally higher at areas where motorists use a two-way turn lane rather than dedicated left turn lane.
- Traffic signal timing is desired to improve traffic flow. However, City staff noted that they completed a study and found limitations to its effectiveness along Pacheco Boulevard given the composition of the roadway (e.g., high number of intersections, short distances between them, resultant back-ups on crossing streets, etc.).
- Roundabouts could be considered.
- Pedestrian overpasses can be considered at key intersections such as Mercey Springs Road.
- An improved streetscape along Pacheco Boulevard will enhance the image of the city, especially if traffic is reduced.



## COMMUNITY WORKSHOP SUMMARY

### Workshop #1: Challenges and Opportunities

<b>Date/Time of Meeting:</b>	Tuesday, November 12, 2019, 6:30-8:00 pm
<b>Location:</b>	Los Banos Community Center
<b>Project Team Present:</b>	PlaceWorks City of Los Banos Public Works Department City of Los Banos Community and Economic Development Department

#### Overview

The first community workshop for the Los Banos SR-152/Pacheco Boulevard Specific Plan and the Pioneer Road Specific Plan (Pacheco Boulevard and Pioneer Road Complete Streets) was attended by approximately 50 community members, many of whom were property owners along Pioneer Road and Pacheco Boulevard.

The meeting began with a PowerPoint presented by PlaceWorks that included project goals, an anticipated timeline, a preliminary description of existing conditions along each corridor, and a brief explanation of the small-group exercise conducted at tables following the presentation. Following the presentation, there was a short question and answer discussion. Questions centered around the planning process and the need for the project. Some participants are concerned about planning for Pioneer Road.

After the presentation and short discussion, attendees participated in exercises in groups of 5-8 people. Each table included a facilitator from the project team. Each group discussed challenges and opportunities for Pacheco Boulevard followed by challenges and opportunities for Pioneer Road. Participants used a large table map with an aerial view of Los Banos and both the Pacheco Boulevard and Pioneer Road Study Areas depicted as dashed lines. First, participants and facilitators were prompted to write notes and draw on the maps to indicate challenges for each study area, including corridor-wide and location-specific challenges. Participants then indicated opportunities by marking up the maps and using stickers depicting the following street improvements:



- Traffic roundabout
- More traffic enforcement
- Bike lane
- More lighting
- Landscaping
- Bus stop/line
- Improved intersection
- Enhanced crosswalk
- Wide sidewalks
- Gateway/Directional Signage
- Pedestrian overcrossing
- Roadway median

After approximately fifty minutes of time devoted to the small group exercise, one person from each table reported back to the entire workshop, highlighting the main discussion points and referring to their group's map. The following sections summarize broad themes resulting from this exercise, organized by challenges and opportunities for each Study Area. Some comments were not specific to either corridor and are noted below the Study Area-specific comments. Images of table map exercise results are attached to this summary.

### **Pacheco Boulevard: Challenges**

- **Safety.** Safety, especially pedestrian safety, is a major challenge on Pacheco Boulevard. Vehicles often make illegal and/or unsafe left turning movements. Pedestrians often cross at night where there are no marked crossings, with little or no street lighting.
- **Sidewalk Gaps.** Pacheco Boulevard also has a disconnected sidewalk network along its length, either narrowing significantly or disappearing completely in some locations.
- **Limited Room to Accommodate Streetscape Improvements.** There are few opportunities to expand sidewalk widths and roadside landscaping without extending into private property. However, pushing back development off the street would allow for landscaping and wider sidewalks, as currently seen in some locations along West Pacheco Boulevard.
- **Limited Right-Of-Way for Bicycle Facilities.** Pacheco Boulevard is a necessary through-fare for automobiles. Given this necessity, and the lack of space for widening, accommodating bicycles is particularly challenging.
- **Caltrans Jurisdiction.** There is some concern about CalTrans jurisdiction along Pacheco, which limits the City's flexibility to propose changes.

- **Pedestrian Crossings.** Some participants view the pedestrian overcrossing at Pacheco and 7<sup>th</sup> as a redundant use of resources because most of the time, pedestrians (most of which are schoolchildren) use the signaled at-grade crossing beneath the overpass to avoid having to walk up and down the ramp.
- **Traffic Congestion.** General agreement is that traffic on Pacheco is getting worse during peak hours.
- **Travel Speeds.** Traffic speeds are often too high, especially during off-peak hours. Many participants expressed that a lack of traffic enforcement on Pacheco Boulevard contributes to the high speeds.
- **Ingress and Egress.** Ingress and egress for shopping centers and businesses along Pacheco Boulevard can be dangerous and slows traffic down significantly.

### Pacheco Boulevard: Opportunities

- **Traffic Enforcement.** Increase traffic enforcement along Pacheco Boulevard, either with increased highway patrol presence or speed cameras at intersections.
- **Adjacent Bike Facilities.** Focus bike improvements for north-south crossings along Pacheco, and a parallel route either north or south of Pacheco, but not along Pacheco itself, at least in the central section.
- **Traffic Signal Synchronization.** Synchronize traffic signals to smooth and calm the flow of traffic.
- **Intersection Safety Improvements.** Implement intersection improvements that increase pedestrian safety, particularly at the intersections with Badger Flat Road, Center Avenue, and Mercey Springs Road.
- **Improved Parks.** Revitalize parks along Pacheco, like Pacheco Park.
- **Landscaping.** Increase landscaping along Pacheco Boulevard, utilizing consistent aesthetic standards that contribute to a unique identity.
- **Additional/Improved Signage.** Increase both gateway signage, like the gateway sign in Wolfsen Park at Pacheco and West I Street, and wayfinding signage, like the wayfinding sign just west of Wolfsen park at the entrance to the Main Canal multi-use path.
- **Address Concerns About Medians.** Address concerns about the use of center medians. Many participants felt that roadway medians were not the best use of the limited right-of-way on Pacheco Boulevard, and that center turn lanes were preferred, at least in the central section where businesses have separate driveways.



### Pioneer Road: Challenges

- **Poor Pavement Quality.** The paving on Pioneer Road is worn due to frequent use by heavy vehicles and would need repaving to accommodate increased traffic.
- **Increased Regional Truck Traffic.** Participants were concerned about diverting regional truck traffic (18-wheelers) onto Pioneer Road from Pacheco Boulevard.
- **Lack of Speed Enforcement.** Currently, there are just two speed limit signs along Pioneer Road in the Plan Area, and little traffic enforcement. Participants expressed that speeding is an issue on Pioneer Road.
- **Slow-Moving Vehicles.** Traffic along Pioneer Road includes slow-moving trucks (carrying cement or agricultural products), and slow heavy equipment like pickers, forklifts, and tractors.
- **Property Takings as a Result of Widening.** Many participants, specifically property owners along Pioneer, were concerned about the prospect of property takings to widen the right-of-way, especially if their property values were to decrease as a result of the project.
- **Changing the Character of Pioneer Road** Many participants expressed concern that improvements along Pioneer to accommodate more traffic will change the character of the rural-type road. Concerns included additional traffic congestion, potential loss of property values for roadway-adjacent properties, and noise.
- **Concerns about Decision-making.** Some participants were concerned that the property owners along Pioneer Road in unincorporated Merced County will be subject to decisions made by the City of Los Banos. (Note: the County will be a participant, along with the City and other regional agencies in this planning process).

### Pioneer Road: Opportunities

- **Intersection Improvements.** Some wanted the following three intersections along Pioneer Road prioritized for signalization:
  - Ortigalita Road
  - Center Avenue
  - Mercey Springs Road
- **New Lighting.** Some wanted additional roadway lighting on Pioneer, particularly at the intersections listed above, at Cresthills Park (where there is a bus stop), and at the canal multi-use path used frequently by Los Banos High School students and path users who park at the path entrance on Pioneer Road.
- **Traffic Enforcement.** Increase traffic enforcement along Pioneer Road, either with increased police presence or with speed cameras at intersections.

- **Center turn lanes.** Some wanted center turn lanes on Pioneer to access properties without doing U-turns.
- **Sound Walls.** Include sound walls if Pioneer Road improvements are to increase traffic capacity.
- **Enhanced Streetscape Amenities.** Add wide sidewalks and landscaping along Pioneer Road, especially in areas with existing pedestrian traffic, like the entrance to the multi-use path and residential neighborhoods.
- **Use a Phased Approach.** Use Ward Road and the unimproved area between Mercey Springs Road and Ward Road (where Pioneer could be extended to connect with Ward) to implement a phased approach to street improvements. See how improvements are used and received by the public before implementing Pioneer improvements more widely.
- **Use Volta Road as a North-South Connector.** Consider using Volta Road as the western north-south connection between Pacheco Boulevard and Pioneer Road, instead of taking private property south of Merced Community College.
- **Consider the Feasibility of Roundabouts.** Consider roundabouts as a potential intersection option. Any roundabout would need to be designed for accommodating large, heavy farm vehicles and trucks.



### General Comments

- **Support for a scaled-down north bypass.** In response to the issue of funding, some participants expressed that they would support a more scaled-down version of the north bypass that was more likely to get funded and did not feel that we needed an alternative route south of Pacheco Boulevard at all.
- **Safety and Crime on Existing or New Bike Paths.** Some participants expressed that there have been issues with crime and trash dumping along recently built bike paths and are concerned that these issues may increase if the City adds more trails and bike paths.
- **New Development without Adequate Traffic Mitigation.** Some participants felt that the City adds more housing without adequately evaluating the traffic impacts of additional housing or mitigating potential traffic impacts.



## COMMUNITY WORKSHOP AND ONLINE SURVEY SUMMARY

### Workshop #2 and Online Survey: Draft Concepts

<b>Date/Time of Meeting:</b>	Tuesday, February 4, 2020, 6:30-8:00 pm
<b>Dates of Online Survey:</b>	February 11, 2020 through March 1, 2020
<b>Workshop Location:</b>	Los Banos Community Center
<b>Project Team at Workshop:</b>	PlaceWorks City of Los Banos Public Works Department City of Los Banos Community and Economic Development Department

### Overview - Community “Open House” Workshop and Online Survey

The second community workshop for the Los Banos SR-152/Pacheco Boulevard Specific Plan and the Pioneer Road Specific Plan (Pacheco Boulevard and Pioneer Road Complete Streets) was attended by approximately 50 community members, many of whom were property owners along Pioneer Road and Pacheco Boulevard. The workshop provided participants with an opportunity to learn about and provide feedback on the draft concepts for both Pacheco Boulevard and Pioneer Road.

The “open-house” event began with a short presentation by PlaceWorks summarizing the previous workshop and introducing the workshop activity. Following a question and answer discussion, workshop participants walked to various stations around the room, marking their answers to questions corresponding to each station in a workbook survey. (The workbook is included at the end of this document.) Each workshop station was staffed by either City staff or PlaceWorks staff to discuss the concepts presented at each station, record feedback, and help assist participants to fill out the workbook survey.

For Pacheco Boulevard draft concepts, each station presented a range of potential improvements for achieving a specific goal for Pacheco Boulevard identified by community members in the first workshop, including improving safety for pedestrians, improving street aesthetics through design features, and improving traffic flow for drivers. Participants were asked to rate their support for each potential improvement on a scale from five to one (5=strongly support, 4=support, 3=neutral or don’t know, 2=oppose, 1=strongly oppose). The following stations comprised the ‘Pacheco Boulevard’ section of the workshop:



- Traffic Flow and Safety
- Streetscape and Urban Design
- Pedestrian Improvements
- Bicycle Routes (N-S and E-W)

The other side of the room was devoted to potential improvements on Pioneer Road and Ward Road, as well as potential connections between Pacheco Boulevard and Pioneer Road. One station presented various design concepts for Pioneer Road and Ward Road, like landscaping, sound wall design, and roundabouts. All other Pioneer Road stations depicted route alternatives for connecting Pacheco Boulevard with Pioneer Road, and participants were asked to mark down in their workbooks which potential route they preferred.

The following list more succinctly describes the content of each workshop station:

- Aesthetics and other Features—Pioneer Road
- Pacheco-Pioneer Connection A: Volta Road
- Pacheco-Pioneer Connection B: College Connection (four options)
- Pacheco-Pioneer Connection C: Ortigalita Road

The Workshop #2 packet was also adapted into an online survey that was available online from February 11 through March 1. The survey had 126 respondents. Much like the workshop exercise, online survey respondents were asked to rate their support for various improvements. The online survey questions were identical to those included in the Open House workbook survey, so the results of both surveys could be combined into a single summary.

### Survey Results from the Community “Open House” Workshop and Online Survey

#### **Pacheco Boulevard – Traffic Flow and Safety Improvements**

Results are based on average scores and the number of respondents who indicated “support” or “strongly support”. Participants in the workshop and the online survey were, overall, supportive of the following improvements for traffic flow and safety on Pacheco Boulevard:

- Streamlining school pick-up and drop-off procedures for Elementary schools adjacent to Pacheco Boulevard.
- Adding additional street lighting along Pacheco Boulevard
- Relocating existing and prohibiting new visual barriers at intersections (e.g., signs, landscaping, fences) which reduce the ability of drivers to see other drivers, pedestrians or people on bikes (and vice versa).

- Consolidating driveways along to reduce turning movements which slow traffic and create safety conflict areas.

By comparison, both workshop participants and survey respondents were, overall, *not* supportive of the following safety and/or traffic flow interventions on Pacheco:

- Adding center medians to reduce left-turning motions from Pacheco.
- Converting some two-way streets in the central area crossing Pacheco to one-way streets
- Replacing signalized stop-and-wait intersections with roundabouts

### **Pacheco Boulevard – Streetscape and Urban Design Improvements**

Workshop and survey respondents ranked several potential streetscape and urban design enhancements in order of preference. In terms of aesthetic features along Pacheco Boulevard, the top three priorities were, in order:

- Enhancing the existing parks on Pacheco Boulevard
- Adding landscaping and trees along the sides
- Adding landscaping to existing roadway medians

### **Pacheco Boulevard – Pedestrian Improvements**

In terms of pedestrian improvements, the highest priority among participants was enhancing existing crosswalks and completing sidewalks along Pacheco. By comparison, respondents and workshop participants were generally *not* highly supportive of adding new signalized mid-block crossings along Pacheco Boulevard.

### **Pacheco Boulevard – Bicycle Improvements**

In terms of potential east-west bike routes along or parallel to Pacheco Blvd., workshop participants and survey respondents preferred Option 1: the ‘Zig-Zag’ route, followed by Option 3: the ‘South Parallel’ Route. Adding a bike lane to Pacheco Boulevard itself was the least popular option among both online survey respondents and workshop participants.



### ☐ Option 1: "Zig-Zag" Route

A route from Merced College to Downtown, utilizing the upcoming shared use path from the College and roadways north of Pacheco.

### ☐ Option 2: Pacheco Boulevard

On-street bicycle lanes along SR-152/Pacheco Boulevard in the roadway, which could require reconfiguration of the roadway and shoulders to accommodate bicycles.

### ☐ Option 3: Southside Parallel Route

A new bicycle route through the streets south of Pacheco Blvd, including Adams Avenue.

For potential north-south bike routes that would cross Pacheco Blvd., both workshop participants and online survey respondents preferred Option 1: Los Banos Creek Trail as the number one priority. Results varied between workshop participants and online survey respondents in terms of ranking the other two north-south bike route options: workshop participants preferred Option 3: the Rail Trail as a second priority and Option 2: the Canal/West I Street route as the third priority, while online survey respondents preferred Option 2 as the second priority and Option 3 as the third priority.



### ☐ Option 1: Los Banos Creek Trail

A route from Merced College to Downtown, utilizing the upcoming shared use path from the College and roadways north of Pacheco.



### ☐ Option 2: Canal/West I St

On-street bicycle lanes along SR-152/Pacheco Boulevard in the roadway, which could require reconfiguration of the roadway and shoulders to accommodate bicycles.



### ☐ Option 3: Rail Trail

A new bicycle route through the streets south of Pacheco Blvd, including Adams Avenue.

## Pioneer Road – Alternatives for Roadway Enhancements and New Connections

Finally, in terms of roadway connections between Pacheco Boulevard and Pioneer Road, both workshop participants and online survey respondents preferred Alternative A: Volta Road to Ward Road as a top choice. Multiple survey respondents commented that, while perhaps the most expensive, the Volta Road option was preferred as a long-term investment because it has the most opportunity to spread traffic over a larger area while lessening congestion issues on Ortigalita and Badger Flat Road.

During the workshop, staffmembers at each station also recorded participant questions and comments on on a large flip-chart. In the online survey, respondents were able to submit comments for each concept presented. The following sections summarize broad themes resulting from the workshop flip-chart notes, organized by station, although some comments were not specific to the station at which they were recorded.



### Workshop Flip-Chart Notes and Online Survey Notes (combined)

- **Traffic Flow and Safety—Pacheco Boulevard**
  - Pacheco Blvd. is probably more than 30% pass-through traffic. Local drivers use Pioneer Rd. to avoid traffic on Pacheco already, it's good to consider improving Pioneer to make it an alternative route.
  - Lower speeds on Pacheco Blvd.
  - Support for having specific drop-off/pick-up routes for schools on Pacheco
  - One-way streets can hinder response times for public agencies (PD, FD, Ambulance)
  - Study traffic accidents for left-hand turns—to what extent do left-turns actually cause safety and traffic issues? Raised medians to reduce left-turn movements may increase traffic.
  - There are obstacles to removing visual barriers like commercial signs. We want Pacheco to remain business-friendly
  - Where would roundabouts on Pacheco Boulevard go?
  - Drive-way reduction may increase traffic congestion rather than decrease it.

- **Streetscape and Urban Design—Pacheco Boulevard**
  - For landowners on Pacheco, new landscaping means new requirements and new work for them to do out of their own pocket.
- **Pedestrian Improvements—Pacheco Boulevard**
  - Provide Beveled mirrors at blind spot intersections and crosswalks
  - Pedestrian islands are ‘trash-catchers’
- **Bicycle Routes (N-S and E-W)—Pacheco Boulevard**
  - Regarding a left turn off Pacheco Blvd. on to Center Ave: provide “keep clear” signage and striping
- **Aesthetics and other Features—Pioneer Road**
  - Would appreciate a soundwall, but not if they block views
  - Soundwalls attract graffiti
  - Do not bother with landscaping on Pioneer Road
  - Make Pioneer Rd. a truck route
  - If Pioneer is turned into an alternative route—will it actually be used?
- **Connection Between Pioneer and Pacheco/SR-152**
  - Support for the Volta Road alternative, plus a bike path to the college on the west side of Los Banos Creek.
  - Do not develop on the West side of Los Banos Creek. Keep it as a Greenbelt.
  - How many controlled intersections would be on Pioneer between points 2 and 13 (referencing workshop board presenting all connection alternatives between Pacheco Blvd. and Pioneer Rd.)
  - Regarding Connection 6b (East of Los Banos Creek from the College to Pioneer): Instead of having a T-intersection at Ward Road and Pioneer Road, make it a smooth curve so traffic does not have to stop in order to turn onto Ward Rd. from Pioneer Rd.
  - Regarding the Ortigalita Road Connection (Option C): If this is chosen as the preferred connection, ensure that the intersection (of Pioneer and Ortigalita) is wide enough to accommodate trucks and farm equipment



## Online and Workshop Survey Question: Alternatives for Pioneer-Pacheco/SR-152 Connections



Please indicate which alternatives you would most like to see analyzed further as a potential future route.

**Please mark your first preference with "1" and second preference with "2" in the corresponding box below:**

- ☐ **Alternative A** Volta Road to Ward Road
- ☐ **Alternative B, Option 1** Merced College Connection to Ward Road:  
*West of Los Banos Creek*
- ☐ **Alternative B, Option 2** Merced College Connection to Ward Road:  
*East of Los Banos Creek*
- ☐ **Alternative C** Ortigalita Road



## COMMUNITY OPEN HOUSE AND WORKSHOP #3 SUMMARY

### Refined Concepts for Pacheco Boulevard and Pioneer Road Project Areas

<b>Date/Time of Meetings:</b>	Open House - Tuesday, July 28, 2020, 3:00-6:00 pm Virtual Workshop – Thursday, August 6, 2020, 6:00-7:30 pm
<b>Location:</b>	Open House - Los Banos Community Center Virtual Workshop – Online (Zoom)

Note: See “Frequently Asked Questions” (Appendix C) for further discussion about topics discussed during the Open House and Virtual Workshop.

#### Overview

The third round of community engagement for the Pacheco Boulevard and Pioneer Road Complete Streets projects included two components: an in-person Open House, where attendees could view and discuss the Refined Concepts with project staff, and Community Workshop #3, held virtually using Zoom online meeting platform. Property owners along Pioneer Road and Pacheco Boulevard constituted a large portion of attendees at both events, although other Los Banos residents, representatives of local stakeholder organizations, and other community members also attended both events.

### Community Open House

During the three-hour Community Open House, attendees visited five 'stations' each with an easel and a large foam-core board depicting refined concepts for Pacheco Boulevard/SR-152 and Pioneer Road (also including Ward Road and a potential connecting road between Pacheco Boulevard/SR-152 and Pioneer Road). This provided the opportunities for attendees to discuss the concepts, ask questions and provide feedback directly to City staff. Approximately 30 participants visited the Open House. Community feedback about the Refined Concepts is summarized below.





### Virtual Workshop #3

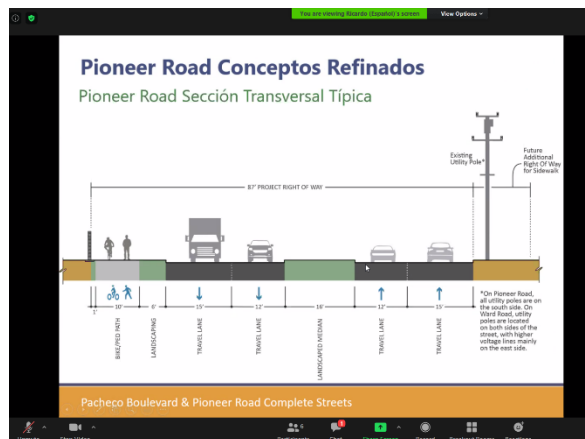
Virtual Workshop #3 was conducted in both English and Spanish, with approximately 40 participants. The workshop began with a poll asking attendees if they were:

- Los Banos Resident
- Business Owner/Employee
- Property Owner
- Member of a Community-Based Organization (CBO)
- Other

Poll results showed that most attendees were Los Banos residents and property owners, many were business owners or employees, and several were members of CBOs.



Screenshot of the English-language Zoom presentation



Screenshot of the Spanish-language Zoom presentation

PlaceWorks staff then presented a PowerPoint presentation detailing the refined concepts for Pacheco Boulevard and Pioneer Road. During the presentation, workshop participants submitted questions via Zoom chat messaging to a designated PlaceWorks staff-member, labeled 'Project Questions? Ask Me!'. Project staff read through and answered the questions submitted by attendees at the conclusion of the presentation. The presentation slides and a recording of the project presentation are available on the project's website: [www.losbanos2040.org/completestreets](http://www.losbanos2040.org/completestreets)

During the remaining portion of Virtual Workshop #3, workshop participants broke into three groups. One group discussed the refined concepts for Pioneer Road (as well as Ward Road and a potential connecting road between Pacheco Boulevard and Pioneer Road), one discussed the refined concepts for Pacheco Boulevard, and the third group discussed the refined concepts for both projects in Spanish. Participants had the option of spending half of the time in one group and half of the time in the other or staying in one group for the entire discussion duration (about 25

minutes). Each group had a facilitator from and a note-taker. Participants asked questions and gave feedback on the Refined Concepts. At the end of the discussion period, the PlaceWorks staff member who took notes gave a report back highlighting the feedback received from each group.

Community feedback from Virtual Workshop #3 and the Open House are summarized in the following sections of this memo.

### **Key Feedback: Pacheco Boulevard Refined Concepts**

- Adding additional crossings on Pacheco may be counterproductive to the goal of improving congestion. Consider removing one or more of the proposed crossings between 7<sup>th</sup> and 11<sup>th</sup> Streets. Adding signalization (e.g., flashing beacon or HAWK signal) to the existing pedestrian crossing at Center Avenue may not be needed for several reasons:
  - Center Avenue is close to the signalized intersection with pedestrian crossings at 4<sup>th</sup> Street, so pedestrians can walk over to 4<sup>th</sup> Street to cross at a signalized crossing.
  - A new signalized crossing could result in backed-up traffic on Pacheco, potentially causing delays for emergency response vehicles turning left onto Center Avenue (Center is often used by emergency responders as an alternative north-south route to Mercey Springs Road.)
  - Adding a signalized pedestrian crossing could result in additional vehicle/pedestrian and vehicle/vehicle conflicts.
- More neighborhood parks and family recreational opportunities are needed, especially in disadvantaged communities and older neighborhoods.
- The proposed parklet and pedestrian improvements on I Street may prevent vehicles, especially large trucks, from making quick turns onto I Street. This could cause major backups on Pacheco Boulevard in both directions.
- Advance stop bars for vehicles should be located a safe distance before pedestrian crossings to keep crosswalks clear and provide better visibility of pedestrians.
- We would like to see interesting and visually attractive signage that contributes to the sense of place in Los Banos. It could encourage people driving through to stop and spend money at local businesses along Pacheco.

### **Key Feedback: Pioneer Road Concepts**

- Multiple participants expressed concern regarding the cost of maintaining proposed landscaping. (Note: the final plan would prioritize low maintenance, drought-tolerant landscaping, and cost for maintenance would be estimated through a detailed study).
- The proposed bike/pedestrian path along Pioneer Road crosses 11<sup>th</sup> street, which may pose a challenge in terms of vehicle/vehicle and vehicle/pedestrian conflicts. Lots of motorists turn onto 11<sup>th</sup> Street to access Los Banos High school, many of whom are high school students and still learning how to drive. (Note: at the Pioneer/11<sup>th</sup> Street intersection, signalization may be needed and will be studied further).
- Access to private property along Pioneer Road is sometimes limited due to the center median preventing left turns onto driveways and some small crossing streets. Property owners would need to travel past their property to make a U-turn. Workshop participants provided feedback about specific locations for the project team to address.
- Trucks or larger farm vehicles may have difficulty making a U-turn if there is not enough room.
- There are concerns about how increased noise and lighting may impact birds and other sensitive species.
- Drivers regularly speed up to 70 mph on Mercey Springs Road and on Pioneer Road near the intersection with Mercey Springs Road. Speeds should be reduced on Mercey Springs Road approaching the intersection for vehicle, pedestrian and bicycle safety.
- Some community members expressed support for extending the Pioneer Road widening to Volta Road and using Volta Road to connect to SR-152, rather than develop the proposed connection east of Los Banos Creek. (Note: the Volta Road connection is included in the Refined Concept as a long-term future-phase improvement.)

Note: See “Frequently Asked Questions” (Appendix C) for further discussion about topics discussed during the Open House and Virtual Workshop.

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# Appendix C

## Frequently Asked Questions

The project team addressed community members' frequently asked questions by posting FAQs and responses to the project website. Postings took place in December 2019 following the first round of outreach, and in August 2020 following the third round of research.



## FREQUENTLY ASKED QUESTIONS – DECEMBER 2019

### 1. What is a Complete Streets Plan?

A Complete Streets Plan studies and evaluates a range of potential transportation improvements on a defined street. The phrase “complete streets” refers to the idea that streets should be accessible and convenient to use for all users, whether they drive, bike, walk, take transit or use a mobility device like a wheelchair.

### 2. What will the Pacheco and Pioneer Complete Streets Plans be used for?

Once the plans are complete (a separate plan for SR-152/Pacheco Boulevard and one for Pioneer Road), they will provide guidance for future proposed changes or improvements that are consistent with the plans’ goals and vision. The plans will also aid in applying for funding to implement the plans’ recommended improvements.

### 3. Why is the City doing Complete Streets Plans for Pacheco Boulevard and Pioneer Road?

The population of Los Banos is growing and there is an increase in regional trips through the city, so traffic is building up on SR-152 / Pacheco Boulevard. At the same time, there is a need to accommodate pedestrians and bicyclists safely. There is also an opportunity to consider aesthetic improvements on Pacheco Boulevard to make it more welcoming.

For Pioneer Road, there is growing congestion there as well, and it has been shown as a four-lane arterial in the City’s Transportation Element for many years. Recently, the Merced County Association of Governments (MCAG) Measure V Westside Projects Committee has recommended funding for the City’s Pioneer Road Widening project that could serve as a local alternative route parallel to SR 152 / Pacheco Boulevard.

The Pacheco Boulevard and Pioneer Road Complete Streets Plans are both an interim measure to potentially relieve traffic congestion on Pacheco Boulevard by studying Pioneer Road as an alternate route, as well as a general improvement plan for both Pacheco Boulevard and Pioneer Road to make these streets safer and more attractive for all modes of travel in the future.

### 4. What is happening with the planned SR-152 Bypass project?

Currently, the SR-152 Bypass project, which runs to the north of the City of Los Banos, is on hold due to permitting and funding issues. It is not anticipated to be developed until 2040 or later. If implemented, the Pioneer Road widening will help provide congestion relief from SR-152 in the interim, while simultaneously providing long-term improvements to both Pacheco Boulevard and Pioneer Road for all modes of traffic, which will continue to be beneficial even if/when the Bypass is completed and operational. In short, this project is meant to supplement a future SR-152 Bypass, rather than replace the Bypass project.

**5. What is the schedule for the Plan?**

The Plan will take approximately a year and a half to complete. The Project Team is currently in the process of developing a preliminary set of proposed concept alternatives for the Study Area that will be further refined through community workshops and stakeholder engagement before one of the alternatives is chosen as the ‘preferred alternative.’ This alternative will then be further refined through another round of public engagement before being presented as the final plan to the City Council. A schedule for the project is available on the home page of this website.

**6. What do the yellow dotted lines on the Study Area Map indicate?**

These lines show the project area that is being studied in the Plan. They do not indicate the location or size of any potential improvements (including road widenings). The dashed lines are wide enough to include properties on either side of the roadways only to indicate that owners of these properties will be involved in the Plan process. As of December 2019, it is too early in the Plan to have any recommendations on the location and extent of any specific improvements in the Study Area, which would result from extensive technical analysis and community input.

**7. How will property owners along Pacheco Boulevard and Pioneer Road be involved in the project?**

Part of the development of the Plan includes specific targeted meetings and events for stakeholders in the Study Area, in addition to events and opportunities for the larger community. Project stakeholders include property and business owners in the Study Area as well as agency officials such as Merced County, Caltrans, irrigation districts, and school district officials. The first meeting with project stakeholders occurred in November. The second round of stakeholder meetings will occur in Spring 2020. This second round of meetings will solicit feedback from project stakeholders on the refined set of concept alternatives once the community at large has had a chance to voice input on the first set of draft alternatives.

**8. How will the community at large be involved in the project?**

The Project Team will hold four community workshops throughout the duration of the project. The first occurred in November and was a visioning workshop in which participants were asked to share challenges and opportunities on Pacheco Boulevard and Pioneer Road. The second community workshop will occur on February 4, 2020. Project staff will present a set of preliminary design concepts for Pacheco Boulevard and Pioneer Road, and participants will be asked to provide feedback on the concept alternatives for further refinement.

After project staff further refines the set of concept alternatives, a third community workshop in April 2020 will give participants a chance to provide feedback on the refined set of concept alternatives before a preferred alternative is chosen for the draft plan. During the final community workshop in the summer of 2020, project staff will present the draft plan and solicit feedback. After this final workshop, the Plan will be further refined based on community feedback and presented to City Council in November of 2020.

In addition to the four community workshops, project staff will hold several ‘pop-up’ workshops at community events like festivals and markets throughout the project duration and will provide the opportunity to give feedback online through the project website.

A schedule for the project is available on the home page of this website.



**9. What is the proposed start/completion date for the improvement projects?**

Many more steps are required prior to the implementation of the proposed improvements, including assembling specifications, funding and permits. For Pioneer Road, the Measure V funding anticipates construction may begin 2025.

**10. Where can I find documents and more information relating to the Plan?**

Lots of information can be found on this website, including project documents, project schedule, and upcoming events.

Follow us on Facebook to receive notices about upcoming workshops and other opportunities: [facebook.com/losbanoscompletestreets](https://facebook.com/losbanoscompletestreets)



## FREQUENTLY ASKED QUESTIONS REFINED CONCEPTS – AUGUST 2020

### Pacheco Boulevard Refined Concepts

1. **Why are new raised medians proposed at several locations along Pacheco Boulevard? Will they restrict motorists in some locations from being able to make left turns or U-turns to access some businesses?**  
Locations for potential new raised medians have been chosen because of safety issues stemming from traffic crossing the roadway in close proximity to intersections. The Plan attempts to balance all factors including business access. The Draft Plan will contain more information and guidance.
2. **How do the concepts increase pedestrian amenities such as parks and shade along and near Pacheco Boulevard?**  
The refined concept includes park improvements at West I Street, Pacheco Park, and H/I Street to improve aesthetics and add recreational space. These park concepts support park improvements and new recreational opportunities throughout the City, especially for those living in neighborhoods currently without easy access to parks. Note that the City is currently developing a Parks Master Plan with community input.
3. **What enhancements are proposed at pedestrian crossings to make it safer for people to cross?**  
The refined concepts and Plan recommendation include safety features such as:
  - Advance stop bars to keep vehicles a safe distance in front of crosswalks to keep crosswalks clear and provide better visibility.
  - Pedestrian refuge islands in the center median to provide a protected area at the center of the street for people walking across the street.
  - Potential signalization of crossings in a couple key locations (e.g., busy locations, crossings near schools) so vehicle traffic stops for people crossing the street.
4. **How will the Plan provide recommendations for making Pacheco Boulevard more attractive and adding special elements to encourage people driving through to stop at local businesses?**  
A key component of the Refined Concept are attractive gateways at both sides of Los Banos to welcome visitors with attractive park space and special signage. The Plan will also provide recommendations to enhance the appearance and vibrancy of Pacheco Boulevard, including additional landscaping, attractive signage, and activity along the street.
5. **Won't new signalized pedestrian crossings increase traffic congestion and backups?**  
A key project goal is to provide safe and convenient pedestrian crossings at key locations, and to reduce distances between crossings along Pacheco Boulevard. For example, there are currently no pedestrian crossings between 7<sup>th</sup> and 11<sup>th</sup> Streets – a distance of 2000 feet. People wanting to cross Pacheco Blvd near 9<sup>th</sup> Street (at Pacheco Park) must walk to either 7<sup>th</sup> or 11<sup>th</sup> to cross.  
  
Traffic impacts must be considered when determining the feasibility of a signalized crossing. For future projects and potential implementation of Plan recommendations, traffic analysis will be done as needed when projects are being considered for implementation. Note that the Plan's final recommendations are still to be determined based on feedback and fine-tuning of the Refined Concepts.

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# Appendix D

## Comments on the Public Review Draft Plan

This appendix provides comments on the Public Review Draft Plan received from the public, Los Banos City Council, and Los Banos Planning Commission during the public review period (November 4, 2020 – November 20, 2020) and joint City Council/Planning Commission study session that took place on November 10, 2020. The matrix on the following pages includes notes and actions for each comment.

## Comments on the Public Review Draft - Pacheco Boulevard Complete Streets Plan

#	SOURCE	COMMENT	ACTIONS/NOTES
1	City Council	Does the Plan address potential Improvements to the 7 <sup>th</sup> Street overpass	Added note to Figure 4.8 Pedestrian Improvements (page 4-25): <i>"While the existing overcrossing at 7th Street does not meet current safety standards, the Complete Streets Plan does not propose improvements or reconstruction due to cost and feasibility concerns. Rather, this Plan proposes enhanced safety for at-grade crossings at this intersection. Improvements to the overcrossing should be considered for a separately funded feasibility study."</i>
2	City Council	Drought-tolerant and color important for landscaping, especially West Gateway	Refined text in "Add Landscaping" section (page 4-19)
3	City Council	Is there a traffic calming benefit of I Street pocket park concept	Yes. Revised text to illustrate this benefit (page 4-15)
4	City Council	Landscaping recommendations should consider maintaining visibility of business signage	1) Added strategy in "Add Landscaping" section (page 4-19) 2) Revised "East Gateway Park Plaza Concept" (page 4-15)
5	City Council	Check tree height limits of trees at airport	Added text in "West Gateway Concept" section (page 4-16)
6	City Council	Have the Police and Fire Departments been involved with the placement of raised medians? How will they affect accessibility for police and emergency vehicles if U-Turns are required??	1) Police and Fire Departments have been involved with past and current Caltrans processes. 2) Added note to Figure 4.2 Improvements to Traffic Flow and Safety (page 4-3): <i>"Any proposed traffic flow and safety improvements must be reviewed by the Los Banos Police and Fire Departments prior to implementation."</i>
7	City Council	Did businesses provide feedback about U-turns during the development of the Complete Streets Plan?	1) The stakeholder meetings and workshop summaries in the Plan and Appendices describe this key issue (Chapter 3 and Appendix B) 2) Location of medians was determined with consideration of business access.
8	City Council	Concern with U-Turns where speeds are high.	Added note to Figure 4.2 Improvements to Traffic Flow and Safety (page 4-3): <i>"U-turn locations along Pacheco Boulevard in this concept plan are at signalized intersections with left-turn lanes and dedicated left-turn signal phases."</i>
9	Planning Commission	Are U-turns to be at signalized intersections?	Yes. See comment #8 above.
10	City Council	W. I Street – left turn phasing northbound and southbound is being discussed by safety task force as a long-term plan	Revised West I Street concept diagrams to correct lane configuration to be consistent with potential improvements – Figures 4.18 and 4.21, pages 4-33 and 4-44
11	City Council	Channelizers recently added near Home Depot as interim treatment for restricting turns	Noted
12	City Council	Will the Plan include October 2021 signal synchronization?	The Public Review Draft Plan addressed this project; text carried over to Public Hearing Draft Plan (page 4-3)

#	SOURCE	COMMENT	ACTIONS/NOTES
13	Planning Commission	How will traffic be managed during construction?	Added text in “Funding” section regarding traffic control responsibilities (page 5-18).
14	Planning Commission	Will the City partner with Caltrans for implementation?	1) In general, the City applies for funding, and Caltrans will support and review. 2) The Public Review Draft addresses this; text carried over to Public Hearing Draft Plan (page 5-18)
15	Merced County Farm Bureau (MCFB)	Concern over the amount of time given for public to review the drafts at hand.	Noted. The Public Review Draft Plans were published on the website on Nov 4 <sup>th</sup> providing a 16-day review period. The public comment period was reinforced at the City Council and Planning Commission Study Session, on the website, and in a Nov. 4 <sup>th</sup> e-blast to the project email list.
16	MCFB	Lack of access to video of Council/Commission joint study session held on November 10, 2020	No video is available of the internal study session due to technical error.
17	Cultiva La Salud	Great job on the plan. Thank you for the partnership	Noted
18	Community Member	I am for the Pacheco Boulevard and Pioneer Road Complete Streets Plans.	Public Comment - City Council Public Hearing (January 6, 2021)



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