19.0
TRANSPORTATION AND CIRCULATION

This chapter provides an evaluation of the potential effects on the transportation and circulation system of implementing the proposed 2035 San Benito County General Plan (2035 General Plan). As stated in the Notice of Preparation (see Appendix A, Notice of Preparation), urban development and other activities resulting from implementation of the 2035 General Plan may result in impacts to the transportation and circulation system within San Benito County (County). The following environmental assessment includes a review of transportation and circulation resources potentially affected by the implementation of the 2035 General Plan, including street and highway systems, transit systems, airports, railroads, and bicycle and pedestrian routes.

19.1 SETTING

The County's environmental and regulatory settings with respect to traffic and circulation resources are described below are based on the General Plan Background Report (Background Report)(San Benito County 2010b). Pursuant to State CEQA Guidelines §15150, this document is incorporated into this RDEIR by reference as though fully set forth herein. Where necessary for the analysis, information originating from the Background Report has been updated with the best available and most current data, as previously discussed in Section 4.3. Each section also contains a summary of the information in the Background Report. The Report is available for download at: www.sanbenitogpu.com/docs.html. Copies of the Background Report may be viewed during standard business hours (8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m.), Monday through Thursday, at the San Benito County Planning and Building Department, 2301 Technology Parkway, Hollister, California 95023. County offices are closed to the public on Fridays.

19.1.1 Environmental Setting

Roadways

San Benito County is served by an extensive roadway network of freeways, arterials, and local roads. These roadways provide access to the surrounding counties and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

Functional Roadway Classifications

Roads are typically classified and defined by their function. Although Federal transportation regulations mandate the use of a Federal classification system, local jurisdictions such as San Benito County also develop classification systems to define their own roadways (refer back to Figures 3-9 and 3-10). Common classifications include:

- **Freeways.** Operated and maintained by the Department of Transportation (Caltrans), these facilities are designed as high-volume, high-speed facilities for intercity and regional traffic. Access to these facilities is limited. U.S. 101 in San Benito County is classified as a freeway.
- **State Highways.** These facilities are operated and maintained by Caltrans and serve primarily inter-regional traffic. Within San Benito County most State highways are rural two-lane facilities. State Routes 25, 129, 146, and 156 fall into this category.
- **Expressways.** These are high-speed facilities with no direct access to adjacent properties and intersections, and are limited to only freeways, arterials, and rural collector roads. These facilities are operated and maintained by the local agency.
- **Arterials.** These facilities make up the principal network for through-traffic within a community and often between communities. Arterials have between two and six traffic lanes and provide connections between residential areas, shopping areas, places of employment, recreational areas, and other places of assembly.
- **Collectors.** Two-lane facilities, collectors function as the main interior streets within neighborhoods and business areas and are designed to carry traffic between local roads and arterials.
- **Local.** These facilities are two-lane streets that provide local access and service. They include residential, commercial, industrial, and rural roads.

Roadway Designations

In addition to functional classifications, there are also State and Federal roadway designations that define specific distinctions for certain roadways. Designations define the broader functionality of a given highway facility and also define whether a given facility is eligible for certain Federal and State highway funding programs. State and Federal roadway designations applicable to San Benito County roadways include:

- **California Freeway Expressway System.** A comprehensive statewide system of access controlled freeways and expressways identified for their importance to the future development of the State of California (State Highway Code Sections 250-252, 257).
- **California Scenic Highway System.** Part of the State highway system designated to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty. These roadways, together with the adjacent scenic corridors, require special scenic conservation treatment (State Highway Code 260).
- **Interregional Road System (IRRS).** A system of roadways that provide interregional access to all economic centers in the state. Some roadways are identified as "High Emphasis Routes" due to their critical importance to both interregional and state travel. These routes are eligible for State discretionary funding when located outside the boundaries of urbanized areas of over 50,000 population (Census) or when they provide connections within urban areas.
- **High Emphasis Route (State Designation).** A subset of the IRRS Routes that include non-urbanized parts of these routes connecting urban areas. IRRS Routes are established by Streets and Highways Code Sections 164.10-164.20.
- **Focus Route (State Designation).** A subset of High Emphasis Routes in non-urbanized areas that are the highest priority to complete a statewide system. These Focus Routes include the original 13 High Emphasis Routes detailed in the 1989 Blueprint Legislation.
- **National Highway System (Federal Designation).** A network of highways important to the nation's economy, defense, and mobility.
- **Surface Transportation Assistance Act Routes (STAA – Federal Designation).** Passed in 1982, this Act allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, provide turning radii that are greater than typically found on most local roads.
- **Strategic Highway Network (STRAHNET – Federal Designation).** A network of highways that are important to the nation's strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes. It is a subsystem of the National Highway Network.

Roadway Network Inventory

Within unincorporated parts of the County there are approximately 384 miles of local County roadways. Within San Benito County, there are approximately 90 centerline miles of State highways and 306 centerline miles of roadways with the State Park Service. There was an estimated total of 1,346,160 daily vehicle miles of travel (DVMT) within the County each day in 2011 (Highway Performance Monitoring System). Of this, 20.6 percent occurred on local County roadways (276,800 DVMT), 13 percent within the incorporated area local roadways (175,410 DVMT), 64.3 percent on the State highway system (865,700 DVMT), and the remaining 2.0 percent on State and National Park Service roadways. Although the State highway system makes up only about 11 percent of the maintained centerline miles of roadway in the County, about 64 percent of daily travel occurs on the State highway system (Caltrans 2013). This data indicate the importance of the State highway system within the County.

Highway Network

San Benito County is served by one United States Route (U.S. 101) and four State Routes - 25, 129, 146, and 156. The primary highway corridors within the County are State Routes 25 and 156. State Route 25 connects Hollister and South Santa Clara County and carries traffic between the southern and northern parts of the County. State Route 156 carries mostly local traffic with some regional traffic traveling between the Monterey Peninsula and the State Route 152 and Interstate (I-5) corridors. The following briefly describes each of the freeways and highways that serve San Benito County along with the Federal and State designations for these roadways.

U.S. 101. U.S. 101 is a major expressway/freeway that extends from southern California to northern California. Approximately 7.5 miles of U.S. 101 fall within San Benito County. The highest traffic volumes within the County occur near the Monterey County line with an annual average daily traffic volume of approximately 58,000 vehicles (Traffic Volumes on the CSHS, State of California, Department of Transportation, Traffic Operations Division). Trucks account for 10 to 14 percent of the total traffic volume on U.S. 101 through San Benito County (Traffic Counts Collected for the SR 152 Trade Corridor Project) The route has interchanges with State Routes 129 and 156 (east) within the County. U.S. 101 also has an interchange with State Route 25 just north of the San Benito County line in Santa Clara County. U.S. 101 is classified functionally as a Rural Principal Arterial within San Benito County. The route is included in the California Freeway and Expressway System and is eligible as a Scenic Highway from the State Route 156 (west) interchange near Prunedale to the State Route 156 (east) interchange near San Juan Bautista (Caltrans 2014a). It is a High Emphasis and Focus Route in the Interregional Road System in San Benito County. It is also a part of the National Highway System and included in the Strategic Highway Network (STRAHNET) and National Networks for STAA trucks.

State Route 25. State Route 25 is a heavily-traveled north-south highway carrying people and goods between Hollister and U.S. 101 and the Bay Area to the north. State Route 25 begins at U.S. 101 in Santa Clara County and extends south through San Benito County into Monterey County where it terminates at State Route 198. Within San Benito County State Route 25 provides access to the Pinnacles National Park and the communities of Hollister, Tres Pinos, Paicines, and Bitterwater. State Route 25 is approximately 60 miles long within the County and is mainly a rural two-lane highway, except through the city of Hollister where the recently completed (2008) bypass has 4 to 6 lanes. An influx of people moving into the city of Hollister and northern San Benito County over the past 10 to 15 years has transformed the highway into a commuter route. The highest volumes on State Route 25 occur on the segment that passes east of downtown Hollister. This segment has an annual average daily traffic volume of approximately 21,000 vehicles. Trucks account for approximately 2 percent of the total traffic on State Route 25 through Hollister and northern San Benito County. The portion of State Route 25 through downtown Hollister was relinquished by the California Transportation Commission (CTC) on January 29, 2014 to the City of Hollister (CTC 2014). This occurred with Caltrans' adoption of the State Route 25 Bypass through Hollister.

As discussed above, State Route 25 through central Hollister between San Felipe Road and Airline Highway carries relatively heavy traffic volumes. State Route 25 is classified within San Benito County as a Rural Principal Arterial between the north County line and State Route 156. Between State Route 156 and Union Road it is classified as an Urban Principal Arterial. State Route 25 is classified as a Rural Minor Arterial south of Hollister and north of the Monterey County line. The highway is included in the California Freeway and Expressway System from the State-defined potential western terminus of State Route 180 near Paicines to U.S. 101 in southern Santa Clara County. It is also included in the Interregional Road System from State Route 146 to U.S. 101 in southern Santa Clara County. State Route 25 is eligible for Scenic Highway System status from State Route 198 in Monterey County to State Route 156 near Hollister. The highway is not part of the National Highway System, rather it is a designated STAA terminal access route from Hollister to the San Benito/Santa Clara County line. The highway from Nash Road to Cienega Road near Paicines is listed on the California Legal Truck Network and as a California Legal Advisory Truck Route south of Cienega Road.

State Route 129. State Route 129 is a major east-west highway that carries traffic between U.S. 101 and Highway 1 in Santa Cruz County. The highway is a commercial and recreational route with a high percentage of trucks (28 percent) using the route to access U.S. 101 from the Watsonville area and Highway 1 from Santa Cruz and Monterey Counties. The highway also serves as the only truck route between U.S. 101 and Highway 1 for southern Santa Clara County. Approximately three miles of State Route 129 are located within San Benito County which includes its interchange with U.S. 101. Within the County, the annual average daily traffic volume on State Route 129 is approximately 10,200 vehicles (Caltrans 2014c). Trucks

account for 28 percent of the total traffic volume on this part of the highway. State Route 129 is classified as a Rural Minor Arterial and is not included in the California Freeway and Expressway System. It is included in the Interregional Road System from Highway 1 to U.S. 101, but is not designated as a High Emphasis or Focus Route. State Route 129 is not part of the Scenic Highway System or the National Highway System. It is designated as a STAA terminal access route from U.S. 101 to Highway 1.

State Route 146. State Route 146 is a minor State route that carries primarily local and recreational/tourism-related traffic into and out of Pinnacles National Park in western San Benito County. The highway divides into two sections by connecting with State Route 25 to provide access to the eastern side of Pinnacles National Park, and U.S. 101 in Soledad to provide access to the western side of the National Park. Between State Route 25 and Pinnacles National Park, State Route 146 carries approximately 200 vehicles per day, of which trucks account for 3 percent of the total traffic volume. The highway is classified as a Rural Major Collector and is included in the Interregional Road System, but is not designated as a High Emphasis or Focus Route. It is also not designated as a STAA terminal access route. The highway is listed as a California legal advisory truck route and is eligible for Scenic Highway System status from the Pinnacles National Park to State Route 25. The highway is not part of the National Highway System, the National Networks for STAA trucks, or the California Freeway and Expressway System.

State Route 156. State Route 156 is a major east-west highway that carries traffic between Highway 1 in Castroville and State Route 152 in southern Santa Clara County. The highway is a major truck route that carries goods between the Monterey Peninsula and San Benito County and the Central Valley via a connection to State Route 152. State Route 156 carries a relatively high volume of truck traffic (i.e., between 10 to 15 percent of the total traffic volume). The highest volumes on State Route 156 occur near U.S. 101, with an annual average daily traffic volume of approximately 23,000 vehicles. Trucks account for 14 percent of the total traffic volume on State Route 156. State Route 156 is classified as a Rural Principal Arterial and is included in the California Freeway and Expressway System. The highway is a High Emphasis and Focus Route in the Interregional Road System, and is eligible for Scenic Highway System status. State Route 156 is part of the National Highway System and is a designated STAA terminal access route. In 2008 the State constructed an interchange at the intersection of State Routes 156 and 152, replacing an at-grade intersection.

Regional Travel Trends

The County saw a 17 percent decline of vehicular travel between 2005 and 2011 on the State highway system, assumed to be the result of, at least in part, the economic recession. Travel on the local jurisdiction roadway systems has grown by 22 percent over the same time, about 3.5

percent per year. Combined, countywide annual average travel in San Benito County has declined about one percent per year between 2005 and 2011 (Caltrans 2011b).

Freeway and Highway Traffic Volumes

AM and PM peak-hour volumes were evaluated for each segment of the State highways in the County for which Caltrans maintains traffic count data in order to examine the peak-hour operational characteristics of the system. Morning and evening peak-hour traffic volumes were obtained from average daily traffic (ADT) volumes and peak-hour volume data collected for recent corridor studies. Weekday peak AM hour traffic generally falls between 7:00 to 9:00 AM and the weekday peak PM hour traffic between 4:00 to 6:00 PM. These periods generally coincide with the weekday commute. Truck percentages on California State highways were obtained from the most recent highway volume data collected for state routes in northern San Benito County.

Existing Bus Transit Systems

City of Hollister Bus Routes

The San Benito Express operates three fixed routes within Hollister: the Green, Blue, and Red lines. Buses operate between the hours of 6:20 AM to 5:40 PM Monday through Friday. San Benito Express does not provide service on weekends or major holidays (i.e., New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day). The following describes the three bus lines:

- Green and Blue Lines. The Green and Blue Lines provide loop service in central Hollister via State Route 25/Airline Highway, Nash Road, Tres Pinos Road, Fourth Street, and Meridian Street. They have approximately 40-minute headways and serve municipal buildings along Fourth Street, Hazel Hawkins Memorial Hospital, San Benito High School, and San Benito Health Foundation. These lines have significant mid-day breaks in service, the Green Line between 10:30 AM to 2:00 PM and the Blue Line between 9:06 AM to 2:05 PM.
- Red Line. The Red Line provides service between the Hazel Hawkins Memorial Hospital and the Hope Center in northern Hollister via State Route 25/Airline Highway, San Benito Street, Tres Pinos Road, and Nash Road. The line has approximately 40-minute headways. This line has a break in service between 10:37 AM to2:22 PM.

Dial-A-Ride Service

The County Express Transit System provides Dial-a-Ride services to northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 7 AM to

6 PM and on weekends between 7 AM to 5 PM. The system provides two types of Dial-a-Ride service: general public and paratransit. General public Dial-a-Ride serves people whose trips begin or end in a location more than one-half mile from the fixed route. Paratransit service provides rides to people who are disabled and meet Americans with Disabilities Act eligibility requirements through the Local Transit Authority application process. Appointments for Dial-a-Ride services can be made up to 14 days in advance, but no later than 24 hours in advance.

Inter-County Service

County Express Transit System's inter-County service includes service to the Gilroy Transit Center and Gavilan Community College in Gilroy. Shuttle services to the Gilroy Transit Center and Gavilan Community College (school year only) operate Monday through Friday from 4:30 AM to 8 PM and connects to all trains operating between Gilroy and San Jose (six per day).

Jovenes de Antaño

Jovenes de Antano de San Benito is a non-profit organization established to encourage, develop, and administer programs to improve the general welfare of the elderly in San Benito County. It provides service to all elderly and people with disabilities 18 years and older within San Benito County, and include on-demand transit service, by reservation, for shopping- and medical-related trips.

Existing 1992 General Plan Policies Related to Transit

The existing General Plan includes a policy for requiring new developments at urban densities to dedicate funding for new transit stops and be designed to allow easy access to public transit where existing service is available.

Existing Rail Facilities

Commuter Rail Service

There is no passenger rail service in San Benito County. Commuter rail service to Santa Clara County and points north and regional rail service to Seattle or Los Angeles is available at the Gilroy Transit Center. In 1999 Council of San Benito County Governments (SBCOG) commissioned a study of the Hollister Branch Rail Line to analyze the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. The study, completed in 2000, recommended an action in the 2005 RTP to implement commuter rail service on the Union Pacific Hollister branch line. The 2014 RTP includes the commuter rail extension on its currently unfunded project list.

Freight Rail Service

Freight rail service in San Benito County is provided by Union Pacific Rail Road (UPRR). UPRR's main line serves the western part of San Benito County and provides freight service to the Granite Rock quarry and various agricultural activities. A 12-mile branch line extends from Carnadero Creek in Santa Clara County to Hollister, and currently serves two customers.

Existing and Planned Bicycle and Pedestrian Facilities

The following summarizes existing and planned pedestrian and bikeway facilities in the cities of Hollister and San Juan Bautista and the unincorporated areas of San Benito County. This section also describes bicycle connections to transit, bicycle support facilities, and bicycle safety.

Pedestrian Facilities

Pedestrian facilities in the unincorporated areas of County are generally discontinuous or non-existent. The cities of Hollister and San Juan Bautista generally have continuous sidewalks on most streets in their central and core areas and in most newer neighborhoods. The existing 1992 General Plan has a policy that requires dedication and construction of sidewalks within large-scale developments or within the vicinity of concentrations of population to facilitate safe pedestrian travel through and internally within the development.

Bicycle Facilities

Bicycle facilities in San Benito County are classified as one of these classes:

- **Class I Bikeway.** Bike paths that are physically separated from motor vehicles and feature two-way bicycle travel on a separate path.
- **Class II Bikeway.** Striped bike lanes on roadways that are marked by signage and pavement markings.
- **Class III Bikeway.** Bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

Bicycle facilities in the County are generally concentrated in and around Hollister (refer back to Figure 3-13). Within San Juan Bautista a short section of San Juan Highway in the north part of town has designated bike lanes. Juan Bautista de Anza National Historic Trail traverses San Juan Bautista and the western part of the County. Near Tres Pinos a multi-use path connects Tres Pinos Elementary School with the community of Tres Pinos.

Only a handful of destinations in the County are equipped with bicycle racks. There are no commute destinations within San Benito County with bicycle lockers nor facilities for changing

clothes and showering for bicyclists. San Benito County encourages bicycle use within the County for commuting and recreational uses; however, there are no specific standards in place requiring bicycle facilities in new developments. The County's December 2009 Bikeway and Pedestrian Master Plan includes recommended bikeway improvements in the County, including implementation and funding resources to support the effort.

Bicycle Safety. Safety is a major concern of bicyclists, and increased education and enforcement are important tools to help promote bicycle safety. In 2010, the SBCOG completed a Safe Routes to Schools program for bicycles.

Existing Aviation Facilities

San Benito County Airports

Hollister Municipal Airport. The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to State Route 156 and is owned and operated by the City of Hollister. The facility is a general aviation airport and is included in the National Airport Systems Plan. In its operational role it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. There are 167 aircraft based at the airport, with an estimated 53,000 takeoffs and landings in annual operations. Facilities at Hollister Municipal Airport include:

- Runway 6/24. 3,150 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition. The runway is also lighted for night operations.
- Runway 13/31. 6,350 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition.
- Hangars. The airport includes 44 T-hangars, six corporate hangars, and four conventional hangars.
- Aircraft Parking. The airport includes 100 aircraft parking spaces and 10 transient aircraft parking spaces.

The five-member Hollister Airport Advisory Commission oversees the operation of the facility, and a part-time airport manager manages day-to-day activities. In 1986 the Hollister City Council adopted the Airport Master Plan, which projected use and needed improvements through 2005. The Hollister Municipal Airport Master Plan evaluates the airport's capabilities, forecasts future aviation demand, and plans for the timely development of new facilities to meet that demand through 2025. The Master Plan primarily provides systematic guidelines for the overall maintenance, development, and operation of the airport. Eighty-three acres of land to the

north of the airport were donated to the City of Hollister in 1990 to extend Runway 6/24 by 2,350 feet. This extension was completed in 1994. The land acquisition has also enabled the City of Hollister to create clear and safety zones, which are kept free of residential use. Hollister officials view the Hollister Municipal Airport as an important part of Hollister's economic development strategy.

Frazier Lake Airpark. Frazier Lake Airpark is located approximately six miles northwest of Hollister on Frazier Lake Road and is owned privately. The Frazier Lake Airport is considered quasi-public use because it allows the public to land and take off, but only allows members to rent hangers. Frazier Lake Airport is unique in that it has one grass runway and one water runway. The grass runway is 2,500 feet long and the water runway is 3,000 feet long. In 2013, annual operations accounted for 10,500 take offs and landings with forecasted operations for 2020 at 23,990.

Regional Airports

There are two regional airports near, but not within San Benito County:

- San Jose International Airport. A major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. The primary access to San Jose International Airport is via State Route 25 and U.S. 101.
- Monterey Peninsula Airport. A smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. The primary access to Monterey Peninsula Airport is via State Route 156 and U.S. 101.

Goods Movement throughout the County

Highway Transportation Infrastructure System

The Highway Transportation Infrastructure System links San Benito County to major California urban markets.

The following is a summary of these highways:

- U.S. 101 provides regional truck travel to the San Francisco Bay Area and southern California.

- State Route 25 bisects the County from north to south and carries most north-south traffic within the County.
- State Route 25 provides a direct connection from Hollister to U.S. 101 and Santa Clara County.
- State Route 156 runs from east to west across the northern part of the County.
- State Route 156 accommodates traffic traveling within the County, and through the County between the Monterey Bay Area and I-5 in the Central Valley.
- State Route 129 accommodates truck travel between San Benito and Santa Clara Counties and Santa Cruz County.

Union Pacific Railroad

The only freight rail services in San Benito County are operated along the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County, and a short segment of the coast mainline in Aromas. The services are operated by the UPRR, which transports approximately 10,000 gross tons of goods on the branch line each year.

Hollister Municipal Airport

While Hollister Municipal Airport has some air freight, it is not a significant component of the goods movement system in San Benito County since its air cargo capacity is very limited.

Coordination Between Transportation and Land Use Planning

San Benito County and the City of Hollister operate and jointly maintain a regional traffic forecasting model of future traffic conditions for all major roadways in the County. This computer model uses widely accepted transportation planning algorithms to convert forecasts of future land use into forecasts of the number and distribution of vehicle trips that will be made in the future. These vehicle trips are then assigned to paths along the highway system, which ultimately result in forecasts of the future traffic volumes on the highway network. One of the major functions of the model is to project traffic impacts of potential and actual land use decisions on the regional transportation system. For planning analyses, the model volume forecasts are then compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed level of service will likely be exceeded. As of 2013, the model forecasts traffic volume through 2035.

Historically, all long-range transportation planning decisions and future traffic forecasts were based on the San Benito County travel demand model (1990-2014). AMBAG has developed a regional travel demand model (RTDM), which includes the three-County Monterey Bay area (San Benito, Santa Cruz, and Monterey Counties). The 2008 version of the model was expanded

to include all of Santa Clara County. As of 2009, Caltrans and AMBAG have recommended that the appropriate model to use for planning decisions and traffic forecasts in San Benito County is the AMBAG model. However, AMBAG staff has confirmed that the County model can be used to identify more accurate County-level results, as long as the County model can be shown to be consistent with the RTDM (Freeman 2014). Refer to Section 19.2.2 below for a discussion on analysis methodology regarding these models.

Jobs-Housing Balance

Land use patterns influence not only the need for San Benito County residents to travel between different areas within the County, but also to adjacent counties. The extent to which the County's land use plans provide a balance between job and housing opportunities relative to different areas within and outside the County will influence work trip travel distances, travel patterns, and congestion. Commute traffic patterns indicate an overwhelming trend of traffic leaving the County during the morning commute period and traffic returning to the County during the evening commute period. This indicates either a shortage of jobs or lack of acceptable wages within the County to serve the current population.

Transportation Demand Management (TDM) Programs

TDM strategies include ridesharing and vanpooling, park-and-ride lots, increased parking prices, decreased parking supply, bus transit, rail transit, and bicycle and pedestrian facilities. SBCOG provides ridesharing services and park-and-ride lot facilities to help manage the growth in demand for highway capacity. These programs include:

- **Ridesharing.** SBCOG has provided ridesharing services to San Benito County residents since 1987, and the programs focus on commuters who travel to Santa Clara and Monterey Counties for work. The goal of the ridesharing program is to help residents of San Benito County achieve an acceptable level of mobility and improve air quality by encouraging shared vehicle use and the use of other modes of transportation as alternatives to the single-occupant vehicle. In addition, the San Benito County Ridesharing Program operates one 14-passenger vanpool that operates daily to Santa Clara County.

- **Park-and-Ride Lots.** Park-and-ride lots are free parking facilities for commuters to use as a convenient meeting place for carpools, vanpools, and transit. The County has two park-and-ride lots serving area commuters. One location is at the intersection of U.S. 101 and State Route 156 near Searle Road and has 20 parking spaces. The other location is in Hollister at the intersection of Hillcrest and Memorial Drives and has 19 parking spaces. Both of these lots have bicycle locker accommodations.

Transportation Systems Management Programs

Transportation Systems Management includes operational strategies that yield optimal benefits from the existing system through active management. These strategies include traffic signal timing management, pavement management, and intelligent transportation systems. The following are descriptions of these system management strategies:

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the highway transportation system. ITS applications in San Benito County are limited to the following: Traffic Signal Control systems on State Routes 25 and 156 near Hollister and motorists aid call boxes on U.S. 101; State Routes 25, 146, and 156; and on Panoche Road in south County. In 1999 with the financial assistance of the Federal government, Caltrans and the California Highway Patrol initiated the development of the Central Coast ITS Strategic Plan to pursue ITS for the region. Development of the ITS Strategic Plan is overseen by a steering committee including regional, State, and Federal transportation agencies. Over the past decade, considerable work has been done in terms of developing and deploying ITS programs in the region. The latest planning document to be produced with respect to ITS in San Benito County is the Central Coast ITS Implementation Plan, prepared in 2007 by AMBAG and the Central Coast ITS Coordinating Group. The Central Coast ITS Implementation Plan recommends the following ITS projects for San Benito County:

Short-Range ITS Projects:

- Traffic signal control (signal timing, synchronization, and central control) along State Routes 25 and 156 near Hollister;
- Changeable message signs on State Route 156;
- Advanced crosswalks along Nash Road near San Benito High School, State Route 25 near Hollister, and Hazel Hawkins Hospital in Hollister;
- A transit automated vehicle locations (AVL) system; and
- A transit electronic fare collection system.

Long-Range ITS Projects:

- A network surveillance system along U.S. 101;
- A network surveillance system with roadway sensors along State Route 25 from the Hollister city limits to Santa Clara County line, and along State Route 156 from U.S. 101 to State Route 152/Santa Clara County line;

- A network surveillance system of smart call boxes along State Route 156 from the Santa Clara County line to U.S. 101;
- Signal synchronization/coordination (surface streets) improvements along State Routes 25 and 156 near Hollister;
- Permanent changeable message signs along U.S. 101, State Routes 25 and 156, and Hollister Municipal Airport Road (State Route 156);
- Road weather information system along State Route 156 from the Santa Clara County line to U.S. 101; and
- Transit ITS projects including: off-line route/schedule management, automated passenger counting, security video surveillance, voice/data communication system for transit security, static transit route/schedule information, real-time transit schedule information, and station and bus stop information system.

Pavement Management

A pavement management system is a tool for rating the pavement condition of a roadway, establishing a consistent maintenance and repair schedule, and evaluating the effectiveness of maintenance strategies. It can identify pavements that are headed for rapid decline so that preventative maintenance can be applied in a timely fashion. San Benito County's Public Works Department uses a system of this type to assess damage, prioritize repairs objectively, and manage costs. A sampling of road segments is surveyed and analyzed, the roads are given ratings based on condition, and software models how the cost of repairs may increase as deterioration continues. The software also tracks progress in maintenance efforts and serves as an aid to pavement design.

19.1.2 Regulatory Setting

- **San Benito County 1992 General Plan**. The County's existing 1992 General Plan contains a Transportation Element with goals and policies for transportation within the County. Until the new General Plan is approved, these goals and policies are applicable.
- **San Benito County Regional Transportation Plan (RTP).** As the regional transportation planning agency for San Benito County, the SBCOG develops the RTP. The RTP complies with State and Federal transportation planning requirements required of urbanized counties for a comprehensive and long-range transportation plan. The RTP expresses short-term strategies and long-term goals aimed at improving the overall efficiency of the transportation system.

- **AMBAG Metropolitan Transportation Plan (MTP).** AMBAG is the MPO (Metropolitan Planning Organization) for the Monterey Bay Area. As the MPO, AMBAG is required to produce certain documents that maintain the region's eligibility for federal transportation assistance which include the MTP. AMBAG coordinates the development of the MTP with Regional Transportation Planning Agencies (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County), transit providers (San Benito County Local Transit Authority, Monterey Salinas Transit, and Santa Cruz METRO Transit District), the Monterey Bay Unified Air Pollution Control District (MBUAPCD), state and federal governments, and organizations having interest in or responsibility for transportation planning and programming. AMBAG also coordinates transportation planning and programming activities with the three counties and eighteen local jurisdictions within the tri-County Monterey Bay Region. The MTP is the federally mandated long-range transportation plan for the Monterey Bay Area. This plan lays out a financially constrained list of transportation projects over the following 20 to 25 years that will enhance regional mobility as well as reduce greenhouse gas emissions.

- **San Benito County Bikeway and Pedestrian Master Plan.** The Plan guides the future development of bicycle and pedestrian facilities within San Benito County. It provides a blueprint for making non-auto modes of transportation an integral part of daily life in the County. Future bicycle facility planning in Hollister and San Juan Bautista is also addressed in this master plan.

- **San Benito County Traffic Impact Mitigation Fee (TIMF) Program.** San Benito County has adopted a TIMF program for new residential, commercial and industrial development to fund transportation improvements needed to keep pace with travel demand growth projected within Hollister and the County through 2035. The 2011 TIMF program identified 12 specific roadway improvement projects and 11 new traffic signals throughout the County that will be funded with TIMF monies.

- **TIMF & RTIF – AB 1600.** Traffic impact fees are one-time fees typically paid when a building permit is issued and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted AB 1600 in 1987. The Act, contained in California Government Code Section 66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. Among other things, the Act requires local agencies to document the following five findings when adopting a fee: 1) purpose of fee revenues; 2) use of fee revenues; 3) benefit relationship; 4) burden of relationship; and 5) proportionality.

- **SB-45.** Enacted in 1997, SB 45 governs transportation planning and programming under State law. Under SB 45, three-quarters of State Transportation Improvement Program funds (including all State Highway Account, Public Transportation Account, and Federal transportation funds, minus State administrative and other costs) are committed to regional improvement programs. The remaining 25 percent of funds are for interregional improvement programs that are administered by the State. Regional improvement programs are developed by RTPAs and MPOs, in accordance with the regional transportation plan, to improve "State highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, sound wall projects, intermodal facilities, and safety."

- **Moving Ahead for Progress in the 21st Century (MAP-21).** MAP-21 governs transportation planning and programming under Federal law. It guarantees nationwide funding for highways, highway safety, and public transportation. Key regulatory programming requirements are specified in Federal law (23 CFR Part 450).

- **San Benito County Local Transit Authority.** The Authority administers and operates the San Benito County Express transit system.

- **San Benito County Local Transportation Authority Short Range Transit Plan.** The short range transit plan consists of a review and update of goals and objectives, service and system evaluations, recommendations, a strategic marketing plan, and capital and finance plans. The 2008 short range plan recommends that the County Express revert back to the system of fixed routes operated in 2004, with a few minor modifications. Additionally, the plan recommends a variety of changes to improve the entire County Express operation.

- **Monterey Bay Coordinated Public Transit-Human Services Transportation Plan (CPTP).** The CPTP identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out unified, comprehensive strategies for meeting these needs, and prioritizes services accordingly. The CPTP for the Monterey Bay Area was approved by the Association of Monterey Bay Area Governments (AMBAG) in May 2008 and will be incorporated in the region's long-range 2010 Metropolitan Transportation Plan. The CPTP identifies gaps and needs in human service transportation in the Monterey Bay Area region, incorporates these needs into the transit plan and presents implementation strategies for closing the gaps and improving the management of mobility services.

- **Monterey Bay Unified Air Pollution Control District.** In compliance with the California Clean Air Act, the MBUAPCD was established to improve the health and quality of life for all Monterey Bay Area residents while balancing economic and air-quality considerations.

- **Central Coast Intelligent Transportation System Implementation Plan.** The Plan was developed by AMBAG to identify ITS opportunities and needs in the five-County central coast region (Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara). The Plan is a blueprint for how technology may be used to enhance the transportation system in both the short- and long-term.
- **Union Pacific Railroad.** All rail services in San Benito County are operated by UPRR.
- **Federal Aviation Regulations (FARs).** FARs are rules established by the Federal Aviation Administration (FAA) governing all civilian, and to a lesser extent military, aviation activities in the United States. FARs are designed to promote aviation safety. They are approved through a formal Federal rulemaking process and address a wide variety of aviation activities, including aircraft design, flight procedures, pilot training requirements, and airport design. FARs concerning aircraft flight generally preempt any State or local regulations.
- **California Complete Streets Act of 2008.** The Act requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and persons with disabilities, as well as motorists. It complements an existing policy which directs Caltrans to "fully consider the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products." Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.
- **California Transportation Development Act (TDA).** The California TDA provides a dedicated State funding source for use by local jurisdictions at the County level to improve existing public transportation and encourage regional public transportation coordination. Transit agency audits are performed on a triennial basis to ensure that transit agencies are meeting minimum service performance standards (e.g., passengers per revenue mile and hour, annual passengers served etc). Use of TDA monies is also tied to identifying and allocating funds to unmet transit needs, a process that requires local transportation planning agencies to identify and assess unmet transit needs on an annual basis. Unmet transit needs are defined in the RTP as transit service to those residents who use or would use public transportation regularly, if available, to meet their life expectations, such as trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation. TDA funds can be allocated to non-transit uses if there are no unmet transit needs within the jurisdiction that are reasonable to meet with the use of TDA funds. Reasonableness is determined by community interest, equity, potential ridership, cost effectiveness, operational feasibility, and funding.

- **The Americans with Disabilities Act (ADA).** The ADA legislation prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. These laws apply to all Federally-funded facilities. The ADA applies to facilities, both public (title II) and private (title III), which are not Federally-funded. Newly constructed and altered facilities covered by titles II and III of the ADA must be readily accessible to and usable by people with disabilities. In July 1999 the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in Federally-assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). The Federal Highway Administration (FHWA) has specific ADA policies for statewide planning in 23 CFR 450.210(a)(1) and for metropolitan planning in 23 CFR 450.31 6(a)(1).

- **California Clean Air Act.** Established in 1988, this act requires non-attainment areas to achieve and maintain the state ambient air quality standards by the earliest practicable date and local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

- **Federal Clean Air Act.** This Federal law passed in 1970, and last amended in 1990, forms the basis for the national air pollution control effort. Basic elements of the act include national ambient air quality standards for major air pollutants, hazardous air pollutants standards, State attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

- **California Code of Regulations, Section 3533 (Title 21, Division 2.5, Chapter 2, Article 2).** This law grants an exemption to personal-use airports in unincorporated areas and agricultural airports from obtaining an airport permit from the State of California. Aircraft operations at these airports must still comply with applicable Federal aeronautical requirements and local jurisdiction land use permit requirements.

- **Airport Land Use Commission (ALUC).** The SBCOG serves as the ALUC, which reviews projects for consistency with the Airport Land Use Capability Plan around the airport areas of influence. The purpose of these regulations is to provide for orderly growth of each public access airport and the areas surrounding each airport. Noise, height and safety issues are regulated though regional standards set by the ALUC. General plans, general plan amendments, specific plans, environmental impact reports, and development applications that fall within an airport's Area of Influence are reviewed to ensure compliance with the appropriate standards.

- **Surface Transportation Assistance Act Routes (STAA – Federal Designation).** Act passed in 1982 that allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, have larger turning radii than most local roads can accommodate.

19.2 ENVIRONMENTAL EFFECTS

This section describes the environmental impact analysis relating to transportation and circulation for the project. It includes a detailed discussion of the methodologies used to determine the project's impacts, and lists the thresholds of significance used to determine if an impact would be significant or not. Feasible mitigation measures necessary to mitigate significant impacts are included in this section.

19.2.1 Significance Criteria

As set forth in Appendix G to the State CEQA Guidelines, Section XVI, Transportation and Traffic, the following criteria have been established to quantify the level of significance of an adverse effect being evaluated pursuant to CEQA. The numeration of each criterion below corresponds to the questions in the checklist in Appendix G of the CEQA Guidelines (e.g., IV.a, IV.b). Implementation of the 2035 San Benito County General Plan would result in a significant transportation and circulation if it would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (XVI.a)

- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways? (XVI.b)

- Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (XVI.c)

- Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (XVI.d)

- Would the project result in inadequate emergency access? (XVI.e)

- Would the project conflict with adopted policies and plans regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (XVI.f)

Roadway and Intersection Traffic Operations

These checklist impact criteria are further defined using the thresholds of significance discussed below for impacts to intersections, County roadways, and State highways and freeways. Traffic conditions for most transportation facilities are evaluated using level of service (LOS). LOS is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various LOSs are typically based on the average amount of delay incurred by drivers using the particular transportation facility.

State Freeway and Highway Segment Thresholds of Significance

"System Planning" is Caltrans' long-range transportation planning process. Both multi-modal and multi-jurisdictional, the planning process includes evaluating and recommending programming improvements to the state transportation system. This process involves transportation concept reports (TCRs), transportation planning fact sheets, and corridor system management plans. Caltrans does not have a uniform LOS standard statewide. Each transportation route has a TCR that includes a LOS standard that gets updated periodically. A TCR is a document that identifies current and projected operating conditions on a state facility, establishes a 20-year planning concept, identifies facility deficiencies in relation to the concept, and identifies options to achieve the 20-year concept. In the County, TCRs are available for State Route 25, 129, 146, 156, and U.S. 101.

In the County, Caltrans identifies a LOS standard of LOS D for U.S. 101, the only state freeway in the County (Caltrans 2001). According to Caltrans' *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002), if a state facility is operating at a LOS that is worse than the TCR LOS target, then the existing measure of effectiveness that the LOS is based on must be maintained. Therefore, a project would have a significant adverse impact on a state freeway if for either peak-hour:

- The LOS on the freeway degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or worse under project conditions, or
- The LOS on the freeway is an unacceptable LOS E or worse under baseline conditions, and the addition of project traffic causes the measure of effectiveness to degrade by more than one percent.

Within the County, Caltrans has established a target LOS of C for State Routes 25, 129, 146, and 156 according to the TCRs prepared for these facilities (Caltrans 2014b). This LOS target reflects Caltrans classification of San Benito County as a "rural" County. Level of service targets for state highways in "urban" counties are typically LOS D by comparison. Within the northern portion of the County, state highway facilities, specifically State Route 25 and State Route 156, are largely commute routes reflecting the transition of the northern portion of the County from a rural environment to a more urban environment, particularly in and around the city of Hollister. As the LOS policy for such highways primarily affects local residents and local development, 2035 General Plan Policy C-1.12 proposes a LOS standard of D for state highway facilities within the County to accommodate expected development growth within the County while still providing reasonable operating conditions for auto traffic.

In addition to the fact that the Board of Supervisors has indicated that it wants to use LOS D as its new roadway improvement for General Plan consistency purposes, the County believes that LOS D is an appropriate threshold of significance for CEQA purposes, particularly if development becomes denser in the Hollister area and in the northern parts of the County nearer the Bay Area. Use of LOS D as a CEQA threshold of significance is consistent with the practice of many other public agencies in California and it is the recommended threshold of significance by the County's traffic experts. Use of LOS C as a threshold of significance for CEQA purposes is also likely to result in mitigation measures that result in overbuilding roadway improvements based on the County's policy priorities. Roadway improvements necessary to meet an LOS C in the buildout condition are not considered fundable, necessary or desirable. Further, as stated in Caltrans' 2002 *Guide for the Preparation of Traffic Impact Studies*:

> Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on state highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

For all of the above reasons, this analysis evaluates impacts to state highway segments using a LOS D standard. For this analysis, a project would have a significant adverse impact on a state highway if for either peak-hour:

- The LOS on the highway degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; or
- The LOS on the highway is an unacceptable LOS E or F under baseline conditions, and the addition of project traffic causes the measure of effectiveness to degrade by more than one percent.

Local Roadway Segment Thresholds of Significance

For local roadways in the County, a significant impact could occur if the projected daily traffic volume on the roadway exceeds the LOS D average daily traffic (ADT) threshold for that roadway type. For local roadways in the County, the project is said to create a significant adverse impact on traffic conditions if:

- The average weekday traffic volume is less than the LOS D volume threshold under baseline conditions and the addition of project traffic causes the daily traffic to exceed the LOS D volume threshold; or
- The average weekday LOS D daily volume threshold is already exceeded under baseline conditions and the addition of project traffic increases the average weekday traffic volume by more than one percent. Traffic impacts that add less than one percent to average weekday traffic volumes are considered to be de minimis.

Local Signalized Intersection Thresholds of Significance

All of the study intersections are located in the City of Hollister, in the City of San Juan Bautista, or in unincorporated San Benito County. The City of Hollister and the City of San Juan Bautista both currently use a LOS standard of C. On September 11, 2012, the San Benito County Board of Supervisors voted to revise the policy language in the draft 2035 General Plan, from a LOS standard of C to D, to adequately serve automobile traffic throughout the County while still promoting and accommodating non-auto modes of transportation as a part of the 2035 General Plan update (Policy C-1.12, Circulation Element). Therefore, for the same reasons explained above, this analysis evaluates impacts to intersections using a LOS D standard. In addition, using LOS D as a CEQA standard of significance will align traffic mitigation measures with the County's goal of reducing VMT rather than trying to fund more and more roadway improvements. For signalized intersections in the County, the 2035 General Plan is said to create a significant adverse impact on traffic conditions if for any peak hour:

- The LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; or
- The intersection is already operating at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average intersection delay at the intersection to increase by more than four seconds beyond what it was without the project. Increased delay of less than four seconds is considered de minimis.

Local Unsignalized Intersection Thresholds of Significance

For unsignalized intersections in the County, the 2035 General Plan is said to create a significant adverse impact on traffic conditions at the intersection if for any peak hour:

- *All-way stop*: The average overall LOS at the intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions; or
- *All-way stop*: The average overall intersection LOS is already at an unacceptable LOS E or F under baseline conditions and the addition of project traffic causes the average overall delay to increase by more than four seconds beyond what it was without the project. ; or
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans; or
- *One- or two-way stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS E or F under baseline conditions and the traffic volumes at the intersection under project conditions are high enough to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans, and the addition of project traffic causes the delay on the worst stop-controlled approach to increase by more than four seconds beyond what it was without the project.

19.2.2 Analysis Methodology

As part of this RDEIR process, a traffic analysis was completed to assess traffic operations throughout the County under conditions with buildout of the proposed 2035 General Plan. The analysis is further explained below and is also attached as Appendix D, Traffic Analysis Calculations.

Potential impacts to freeways, highways, and intersections were evaluated according to the standards set forth by the County and Caltrans using the Transportation Research Board's (TRB) *Highway Capacity Manual 2000* (HCM2000) LOS methodologies (TRB 2000). The HCM2000 methodology was used instead of the new HCM2010 methodology because it is the methodology currently adopted by all relevant local agencies. The HCM2010 has not been adopted by Caltrans or local agencies due to flaws with the LOS calculations. Potential impacts to local roadway segments were evaluated using projected ADT volumes and LOS D ADT thresholds.

In order to determine the magnitude of traffic added to the County roadway network associated with buildout of the proposed 2035 General Plan, the AMBAG RTDM (circa 2010) was reviewed. In addition, AMBAG adopted a new model in June 2014. This new model is intended to be a hybrid model to transition AMBAG from a traditional four step RTDM to an activity based model (AMBAG 2014). This new model was also reviewed. Based on this review, which compared peak hour and daily traffic volumes on San Benito County roadway links forecast by the AMBAG RTDM versus actual traffic counts, the updated 2010 San Benito County Traffic Model was used to supplement the AMBAG regional model for the analysis in this RDEIR. The San Benito County Traffic model also takes into account the County's population forecasts for the horizon year 2035.

Within this chapter, buildout of the 2035 General Plan refers to a scenario in which the proposed 2035 General Plan land uses have been fully developed consistent with the population, dwelling unit and employment assumptions reported in Tables 4-4, 4-5, and 4-6, and the proposed transportation circulation network has been implemented as identified in Table 19-1. As discussed in Section 4.5.7, Potential Growth Scenarios, the EIR analysis takes into account two possible growth scenarios: Scenario 1 and Scenario 2. Even at this programmatic level of analysis, Scenario 1 and Scenario 2 have some differences between their transportation impacts, which are discussed in the Environmental Impact section below.

Table 19-1 Planned Regional and Local Roadway Network Improvements.

Project	Location	Description
Improvements to Existing Roadways		
State Route 156 Widening	The Alameda to 0.2 miles east of 4th Street/Business Route 156	Widen and realign 5.2 miles from 2 to 4 lanes
State Route 156/Fairview Road Intersection Improvements	State Route 156 and Fairview Road	Construct new through lanes/turn lanes at intersection
State Route 25 Widening	San Felipe Road to 0.5 miles north of Shore Road	Widen from 2 to 4 lanes
Airline Highway State Route 25 Widening	Sunset Drive to Fairview Road	Widen from 2 to 4-lane expressway
Fairview Road Widening	McCloskey Road to State Route 25	Widen from 2 to 4-lane arterial
Union Road Widening (East)	San Benito Street to State Route 25	Widen from 2 to 4-lane arterial

Project	Location	Description
Union Road Widening (West)	San Benito Street to State Route 156	Widen from 2 to 4-lane arterial
Construction of New Roadways		
Westside Boulevard Extension	Nash Road to Union Road	Construct two-lane extension, add/improve signal at Westside Boulevard/Nash Road and Westside Boulevard/San Benito Street intersections
North Street (Buena Vista) Gap Closure	Buena Vista Road/North Street from Westward Boulevard to San Benito Street	Construct two-lane extension for discontinuous alignment
Memorial Drive Extension	Meridian Street to Santa Ana Road	Construct four-lane extension for 0.3-mile segment, add/improve signal at Memorial Drive/Santa Ana Road and Memorial Drive/Meridian Street intersections
Meridian Street Extension to Fairview Road	Clearview Drive to Fairview Road	Construct four-lane extension, add/improve signal at Meridian Street/Fairview Road intersection
Union Road	Calistoga Drive to Fairview Road	Construct two-lane arterial for 0.35-mile extension
Hospital Road Bridge	Southside Road to Cienega Road	Construct two-lane bridge to replace existing
Intersection Signalization Additions or Improvements		
McCloskey Rd./Fairview Rd. Memorial Dr./Hillcrest Rd. Fairview Rd./Fallon Rd. Fairview Rd./State Route 25 Fairview Rd./Hillcrest Rd. Union Rd./Fairview Rd. Enterprise Rd./State Route 25 Cushman St./Tres Pinos Rd. (or Nash Rd. or Sunnyslope Rd.) Fourth St./West St. or Monterey St. Flynn Rd./San Felipe Rd.		

Sources: SBCOG 2011, 2014a; City of Hollister 2005a.

Scope of Analysis

The study included an analysis of AM and PM peak-hour traffic conditions for 22 signalized intersections, nine unsignalized intersections, one future intersection, two freeway segments, and 20 state highway segments. Additionally, ADT volumes for over 60 local roadway segments were evaluated. These intersections and segments were selected because they have, or are projected to have, the highest volumes of traffic in the County and/or are representative of overall traffic conditions in the County. The study area and study intersections are illustrated in Figure 19-1.

Study Time Periods

Traffic conditions at the study intersections, freeway segments, and highway segments were analyzed for the weekday AM and PM peak-hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average weekday. Local roadway segments were evaluated using existing and projected ADT volumes.

Study Scenarios

Existing Conditions. The roadway network assumed for the existing conditions scenario is that which was in place at the time that the traffic analysis was initiated in 2011, consistent with issuance of the NOP. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. For the most part, existing traffic volumes were obtained from 2009 to 2011 traffic counts. Older counts were utilized at some locations and were adjusted, as necessary, to account for traffic pattern changes and traffic growth that have taken place in the County.

2035 General Plan Conditions. 2035 General Plan conditions represent future traffic volumes on the long-range future transportation network that would result from traffic growth projected to occur under buildout of the 2035 General Plan assuming the growth projections reported previously in Tables 4-2, 4-3, and 4-4, under the two potential growth scenarios. Both scenarios include planned local and regional transportation improvements that have been identified to be necessary to support traffic growth in the area associated with future development in and around San Benito County. The assumed roadway network is the same under both growth scenarios.

Roadway Network Assumptions

Existing Conditions

The roadway network assumed for the existing conditions scenario is that which was in place at the time that the traffic analysis was initiated in 2011.

2035 General Plan Conditions

The 2035 General Plan assumes that the major transportation enhancements already identified and planned to accommodate the anticipated development growth are in place. This primarily includes San Benito County and City of Hollister local improvement projects, major transportation projects included in the 2010 RTP, the 2014 RTP, projects adopted in the updated TIMF program, and projects that are being subject to environmental review under NEPA and CEQA by Caltrans. Table 19-1 lists the roadway improvement projects assumed to be in place under 2035 General Plan buildout conditions. .

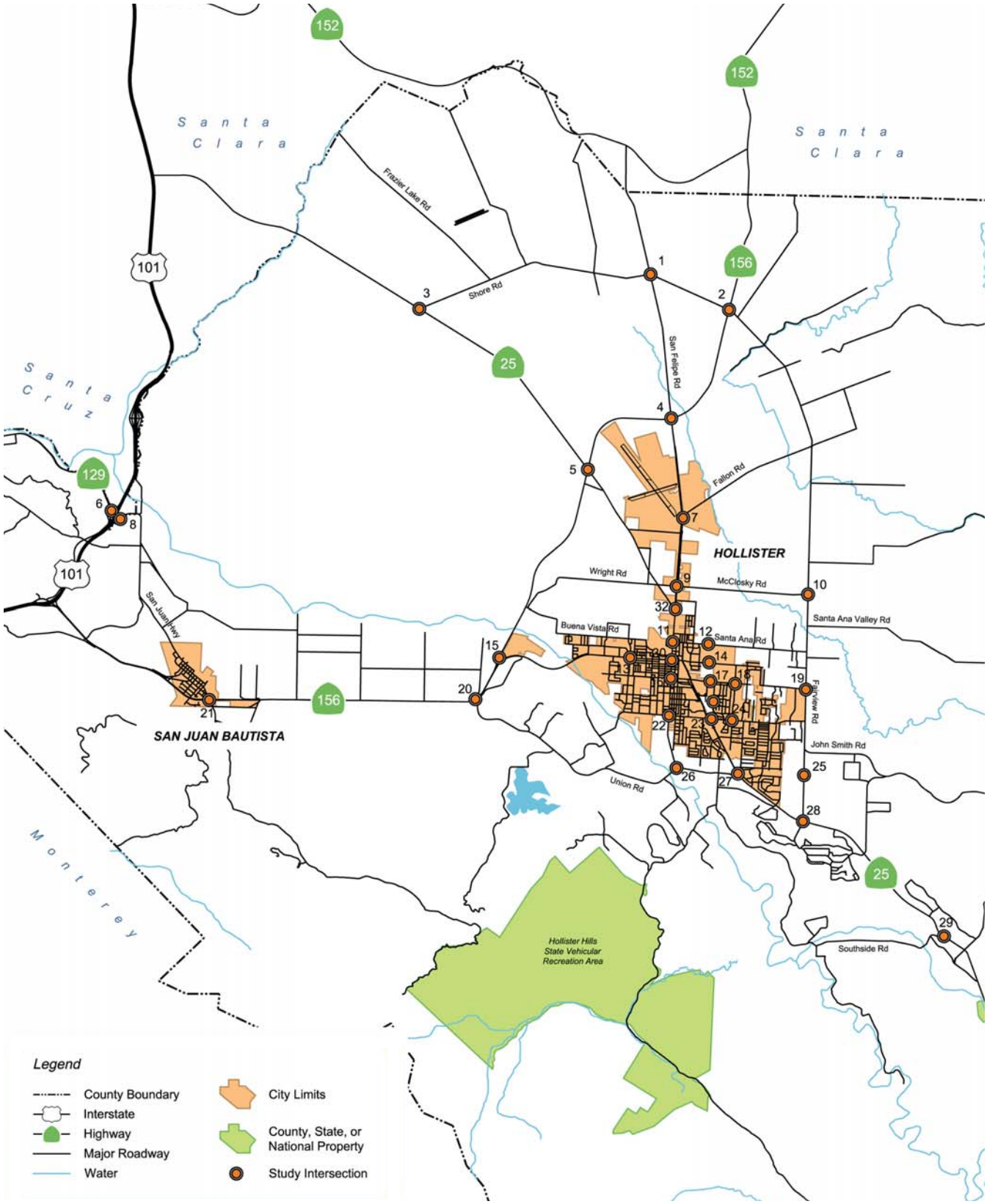
Traffic Volumes

Existing Volumes

Daily, AM peak-hour and PM peak-hour traffic volumes for state freeways and highways were obtained for the most part from 24-hour, seven day vehicle classification traffic counts conducted in May 2011. Existing AM and PM peak-hour turning movement volumes at key intersections were obtained from peak-hour turning movement counts conducted from 2009 through 2011. Daily traffic volumes for local County roadway segments were developed from adjacent peak-hour intersection turning movement count data. Existing traffic volumes are summarized in Appendix D.

2035 General Plan Buildout Traffic Volume Forecasts

Forecasts of future demand on the County's transportation system were prepared using the updated 2010 San Benito County Traffic Model, which has a base validation year of 2010 and a future forecast year of 2035, to supplement the AMBAG RTDM. This County model uses widely accepted transportation planning methods to estimate future travel patterns based on forecasted future land use and socio-economic data. The model forecasts future peak-hour and daily vehicle trips on the roadway network. The traffic model uses the year 2035 as the long-range planning horizon for San Benito County and the Monterey Bay Area and the San Francisco Bay Area regions. This planning horizon is based on a set of population, housing, and employment projections that were developed based on state and regional projections of population and employment growth as discussed in Chapter 4 of this document. For this project, the 2035 AMBAG land use data were updated with the land use projections associated with the proposed 2035 General Plan. The forecasted 2035 General Plan buildout traffic volumes are contained in Appendix D.



Source: San Benito County Geographic Information Systems Data 2009

not to scale

Figure 19-1

Study Area and Study Intersections

2035 San Benito County General Plan Revised DEIR

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Intersection and Roadway Analyses

The analysis methods for intersections and roadways are described below.

State Freeway and Highway Segment LOS

State freeways and highways are divided into the following three categories: two-way, two-lane highway segments; multi-lane highway segments, and freeway segments. The procedures used to determine LOS on these roadways are based on the LOS methodologies contained in the HCM2000. LOS calculations differ for the various types of traffic facilities; however, the most common data used to assess the conditions of a particular facility are traffic volumes, traffic speeds, and traffic density.

The LOS methodologies for freeways and highways take into account a variety of factors such as peak-hour traffic volumes, directional distribution of traffic, percentage of heavy vehicles, lane and shoulder widths, terrain type, percentage of no-passing zones, and density of access points.

Two-Way, Two-Lane Highway Segment LOS

As prescribed in Chapters 12 and 20 of the HCM2000, the LOS for two-lane, two-way rural highway segments is determined based on the following two measures of effectiveness:

- Percent Time-Spent-Following (PTSF). For two-lane highways PTSF is a measure of the driver's freedom to maneuver and to freely select the speed at which they wish to travel on the highway segment. PTSF also serves as an indicator of the comfort and convenience of travel on the highway segment.
- Average Travel Speed. Average travel speed is a measure of the mobility of the highway segment.

The two-lane, two-way highway LOS methodology categorizes highways into two categories for analysis:

- Class I highways are those on which motorists expect to travel at relatively high speeds. Class I highways are primary routes that often serve long trips or serve as connecting links between facilities that serve long trips. Typically, highways that are part of major commute routes would be Class I facilities.
- Class II highways are those on which motorists do not necessarily expect to travel at high speeds. Class II highways are not major arterials and often serve as scenic or recreational highways.

The LOS for a two-lane, two-way highway is determined based on the measures of effectiveness described above and on the highway's classification. On Class I highways where mobility is critical, the LOS is defined in terms of both PTSF and average travel speed. On Class II highways where mobility is less critical, the LOS is based only on the PTSF, regardless of the average travel speed on the highway. The correlation between these measures of effectiveness and highway LOS are shown in Table 19-2. The primary determinant of a highway's classification, however, is the motorist's expectation of travel speed, which may not coincide with the functional classification of that particular highway segment.

Table 19-2 LOS Criteria for Classes I and II Two-Lane Highways

LOS	Class I PTSF (%)	Class II PTSF (%)	Class I Speed
A	Up to 35	Up to 40	> 55 mph
B	>35–50	> 40 - 55	> 50 – 55 mph
C	>50–65	> 55 - 70	> 45 – 50 mph
D	>65–80	> 70 - 85	> 40 – 45 mph
E	>80	> 85	> 30 – 40 mph
F	Flow rate exceeds capacity.	Flow rate exceeds capacity.	< 30 mph

Source: TRB 2000.

Freeway and Multi-lane Highway Segment LOSs

The freeway and multi-lane highway segment LOS evaluation in this report is based on the HCM2000 LOS methodologies for freeways and multi-lane highways. Both methodologies evaluate LOS in terms of the density of vehicles on the particular roadway segments in passenger cars per lane per mile (pc/mi/ln). Density is a measure of the level of congestion on a particular roadway segment and provides an indication of those relative ease with which motorists can choose their own speed, make lane changes, and maneuver within the traffic stream. The LOS criteria for multi-lane highway segments are summarized in Table 19-3. The LOS thresholds for basic freeway segments are summarized in Table 19-4.

Table 19-3 LOS Criteria for Multilane Highways

Free-Flow Speed	Criteria	LOS				
		A	B	C	D	E
60 mph	Maximum density (pc/mi/ln)	11	18	26	35	40
	Average speed (mph)	60.0	60.0	59.4	56.7	55.0
	Maximum service flow rate (pc/h/ln)	660	1,080	1,550	1,980	2,200
55 mph	Maximum density (pc/mi/ln)	11	18	26	35	41
	Average speed (mph)	55.0	55.0	54.9	52.9	51.2
	Maximum service flow rate (pc/h/ln)	600	990	1,430	1,850	2,100
50 mph	Maximum density (pc/mi/ln)	11	18	26	35	43
	Average speed (mph)	50.0	50.0	50.0	48.9	47.5
	Maximum service flow rate (pc/h/ln)	550	900	1,300	1,710	2,000
45 mph	Maximum density (pc/mi/ln)	11	18	26	35	45
	Average speed (mph)	45.0	45.0	45.0	44.4	42.2
	Maximum service flow rate (pc/h/ln)	490	810	1,170	1,550	1,900

Source: TRB 2000.

Table 19-4 LOS Thresholds for Basic Freeway Segments

Level of Service	Density Range (pc/mi/ln)
A	0 to 11
B	>11 to 18
C	>18 to 26
D	>26 to 35
E	>35 to 45
F	>45

Source: TRB 2000.

Local Roadway Capacity and LOSs

Traffic operations for local roadways were evaluated based on widely used "planning level" daily traffic volume thresholds published by the Florida Department of Transportation in their *2013 Quality/Level of Service Handbook* (FDOT 2013). While ADT thresholds for various types of roadways are included in the San Benito County Subdivision Ordinance, Appendix C – Road Standards (Title 23, Chapter 23.29), these thresholds are not linked to a LOS grade. The FDOT's Handbook on the other hand, provides ADT volume thresholds for each LOS. The relationships between roadway classifications and the maximum ADT at LOS D are summarized in Table 19-5.

Intersections

Traffic conditions at key study intersections were analyzed for the weekday AM and PM peak-hours of traffic using the TRAFFIX LOS software, which employs the HCM2000 methodologies for LOS analyses at signalized and unsignalized intersections.

Table 19-5 San Benito County LOS D Average Daily Traffic (ADT) Volume Thresholds by Roadway Classification

Area	Facility	Lanes	Median	Left Turn	Volume Base	Adjustment	LOS D Volume
Rural	Arterial	2	No	No	14,200	x(1-0.1-0.2)	9,940
Rural	Arterial	2	No	Yes	14,200	x(1-0.1)	12,780
Rural	Arterial	4	Yes	Yes	30,400	x(1-0.1)	27,360
Rural	Rural Highway	2	No	No	14,300	NA	14,300
Rural	Rural Highway	4	Yes	Yes	51,000	NA	51,000
Urban	Arterial - Class I	2	No	No	16,200	x(1-0.1-0.2)	11,340
Urban	Arterial - Class I	2	Yes	Yes	16,200	x(1-0.1+0.05)	15,390
Urban	Arterial - Class I	4	No	No	35,500	x(1-0.1-0.25)	23,075
Urban	Arterial - Class I	4	Yes	Yes	35,500	x(1-0.1)	31,950
Urban	Arterial - Class II	2	No	No	13,300	x(1-0.1-0.2)	9,310
Urban	Arterial - Class II	2	Yes	Yes	13,300	x(1-0.1+0.05)	12,635
Urban	Arterial - Class II	4	No	No	28,800	x(1-0.1-0.25)	18,720
Urban	Arterial - Class II	4	Yes	Yes	28,800	x(1-0.1)	25,920
Urban	Highway	2	No	No	24,400	NA	24,400

Source: FDOT 2013.

Signalized Intersections. Signalized intersection operations were evaluated with the HCM2000 signalized intersection LOS methodology on the basis of average control delay time for all vehicles at the intersection. Control delay is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and LOS for signalized intersections is shown in Table 19-6.

Table 19-6 Signalized Intersections LOS Definitions - Based on Control Delay

LOS	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression or very long cycle lengths.	Greater than 80.0

Source: TRB 2000.

Unsignalized Intersections. For the analysis of unsignalized intersections, an assessment of traffic operations at the intersection is based on two methodologies: (1) peak-hour LOSs are calculated for the intersection, and (2) an assessment is made of the need for signalization of the intersection based on traffic volume levels.

The methodology used to determine the LOS for unsignalized intersections is the HCM2000 methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the

HCM2000 methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches.

For the purpose of reporting LOS for one- and two-way stop-controlled intersections, the delay and corresponding LOS for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding LOS is the average for all approaches at the intersection. The correlation between average control delay and LOS for unsignalized intersections is shown in Table 19-7.

Table 19-7 Unsignalized Intersection LOS Definitions - Based on Control Delay

LOS	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression.	Up to 10.0
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: TRB 2000.

The LOS analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the LOS operating conditions at the intersection and on the peak-hour traffic signal warrant, warrant #3 described Caltrans' *2010 California Manual on Uniform Traffic Control Devices*. This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. For this analysis, a traffic signal is assumed to be necessary at a stop-controlled intersection when the reported LOS is E or F and the peak-hour volume traffic signal warrant is satisfied.

19.2.3 Environmental Impacts

This section examines the potential impacts of the proposed project based on the significance criteria and methodology described above. Table 19-8 summarizes 2035 General Plan policies that would mitigate environmental impacts associated with transportation and circulation, including an explanation of how the policy would avoid or reduce impacts.

Table 19-8 2035 General Plan Goals and Policies that Mitigate Transportation and Circulation Impacts

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Land Use Element		
Policy LU-1.1: Countywide Development The County shall focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of new communities, provided they meet the requirements of goal section LU-7.	Encourages development in areas close to existing infrastructure and transportation resources which will help reduce vehicle usage and the further utilization of transit and other alternative means of travel.	1,2,3
Policy LU-1.2: Sustainable Development Patterns The County shall promote compact, clustered development patterns that use land efficiently; reduce pollution and the expenditure of energy and other resources; and facilitate walking, bicycling, and transit use; and encourage employment centers and shopping areas to be proximate to residential areas to reduce vehicle trips. Such patterns would apply to infill development, unincorporated communities, and the New Community Study Area. The County recognizes that the New Community Study Area comprises locations that can promote such sustainable development.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy LU-1.5: Infill Development The County shall encourage infill development on vacant and underutilized parcels to maximize the use of land within existing urban areas, minimize the conversion of productive agricultural land and open spaces, and minimize environmental impacts associated with new development as one way to accommodate growth.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3
Policy LU-1.7: Community Plans The County should consider the development and adoption of Community Plans for existing unincorporated communities in order to maintain/establish a community identity, coordinate traffic and circulation improvements, promote infill development where public services are already in demand, identify recreational needs, and ensure coordinated development.	Encourages further land use plans to be developed to have circulation systems coordinated with the countywide network.	1,2,3
Policy LU-1.9: Airport Land Use Coordination and Consistency The County shall coordinate planning and zoning with the San Benito County Airport Land Use Commission and ensure that all land uses and regulations within the Hollister and Frazier Airports areas of influence are consistent with the adopted San Benito County Airport Land Use Compatibility Plan.	Minimizes hazard impacts related to airport safety by ensuring that the County coordinates with the San Benito County ALUC in order that all land uses and regulations within the Hollister Municipal Airport and Frazier Airpark influence areas are consistent with the adopted Airport Land Use Compatibility Plans.	4

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy LU-2.7: Sustainable Location Factor The County shall encourage new development in locations that provide connectivity between existing transportation facilities to increase efficiency, reduce congestion, and improve safety.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3
Policy LU-4.2: Urban Residential Development The County shall ensure new urban residential development (e.g., greater than two units per acre) occurs in areas that have, or can provide, adequate public facilities and services to support such uses, and are near existing or future major transportation networks, transit and/or bicycle corridors, pedestrian paths and trails, and employment centers.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3
Policy LU-4.4: Multi-Family Residential The County shall encourage, where practical, multi-family housing to be located within walkable mixed-use neighborhoods that include uses such as employment centers, shopping districts, civic uses, and other forms of residential development, and have good automobile access and are near transit.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3
Policy LU-5.1: New Commercial Neighborhood Nodes The County shall encourage new Commercial Neighborhood (CN) nodes, as shown on the Land Use Diagram, so long as they are located within a reasonable walking distance of a community, are centrally located to serve an unincorporated community that is lacking neighborhood commercial services, or where the need for expanded neighborhood commercial services can be demonstrated. The County shall encourage neighborhood commercial uses to connect to	Encourages new commercial development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
residential uses along transit corridors and bicycle and pedestrian paths, as appropriate to the context, and include appropriate transit, bicycle, and pedestrian facilities. Figure 3-5 shows the locations, Table 3-1 describes the land use designation, and Appendix A, Glossary defines "Centralized Commercial Node Development."		
Policy LU-5.3: New Commercial Regional Nodes The County shall encourage new Commercial Regional (CR) nodes to be located at or near existing or future highway interchanges, major intersections, and along existing or future transit facilities. The County shall also encourage additional access to new regional commercial centers through bicycle and pedestrian connections from residential uses as appropriate to the context. Figure 3-5 shows the locations, Table 3-1 describes the land use designation, and Appendix A, Glossary defines "Centralized Commercial Node Development."	Encourages new commercial development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3
Policy LU-5.7: Mixed-Use Development The County shall encourage both vertical and horizontal mixed-use development within community centers and near or along transportation and transit corridors, bicycle paths, and pedestrian and trail routes as a means of providing efficient land use, housing, and transportation options for County residents. The County shall ensure that mixed use developments include appropriate transit, bicycle, and pedestrian facilities.	Encourages new development to be located in areas well served by various transportation modes to reduce vehicle trips and subsequent traffic congestion.	1,2,3

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy LU-8.3: New Community Location Requirements The County shall only accept applications for the establishment of New Communities if: a. They are accessible to existing major transportation routes and corridors, such as State highways, and/or provide opportunities for public transit. b. They are accessible to employment centers.	Reduces traffic congestion by requiring New Communities to provide opportunities for public transit and to be accessible to employment centers, thereby reducing vehicular traffic.	1,2,3,4
Policy LU-8.4: New Community Application Content Requirements The County shall require all project applicants for New Communities to provide the County with the following information: a. A **Project Summary** that includes: a project description, site history, discussion of the roles of the applicant and County in preparation of the Specific Plan and Environmental Impact Report, identification of the anticipated planning issues that will need to be addressed through the application process, and an estimated project schedule. b. Completed **General Plan Amendment** and Zone Change applications. c. A **Specific Plan** consistent with State specific plan requirements, including the location and intensity of planned land uses and circulation system. The plan should result in a more dense land use pattern than would normally be allowed under existing General Plan designations and zoning, provide the opportunity for a mix of land uses and densities (e.g., residential, commercial, mixed-use, employment-generating, and public facilities), ensure access and efficient movement	Helps the County assess and avoid potential transportation and traffic impacts by obtaining information about proposed projects in advance of decision making.	1,2,3

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
by multiple modes of transportation (e.g., car, transit, bicycle, and pedestrians); and provide for energy efficiency and water conservation. d. An **Infrastructure Master Plan** that identifies public and private infrastructure needs; service district or assessment area formation details; a development phasing plan; and a strategy for the installation, operations, and ongoing maintenance of infrastructure required to support the new community. The Plan should include facility designs and operation techniques that promote energy efficiency and water conservation. The plan shall be consistent with all applicable private, local, regional, State, and Federal infrastructure, regulations, and programs related to transportation, sewage and wastewater treatment, water quality and quantity, drainage, parks and open space, and any other public facilities, infrastructure, and services. e. A **Fiscal Impact Analysis** that includes an assessment of projected tax revenues compared to projected County service costs in order to demonstrate that the community will have a fiscally neutral or positive impact on the County and any special districts that provide services to the project. f. A **water supply analysis** that demonstrates access to adequate existing and future water supply for the project. g. A **Public Service Financing Program** to ensure that upon buildout the New Community will provide or fund a full range of needed public services, including fire protection, law enforcement, parks, library, community center, and other necessary public services.		

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
h. A commitment to enter into a **Reimbursement Agreement** requiring deposits into a Trust Fund with San Benito County for all, or an agreed upon portion, of the estimated staff costs for processing the application, including the costs for preparing the Environmental Impact Report consistent with CEQA requirements.		
Circulation Element		
Goal C-1: Roadways To provide an adequate road system that is safe, efficient, reliable, and within the County's ability to finance and maintain.	Establishes the policy of the County to provide an adequate roadway system.	1,2,3,5
Policy C-1.2: Complete Streets To promote a road and street network that accommodates cars without requiring car-dependence, the County shall plan for use of roadways by all vehicle types and users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, when constructing or modifying roadways. Additionally, the County shall plan its road and street network to reflect a context-sensitive approach to the design of thoroughfare assemblies, where the allocation of right-of-way and the facilities provided are based on the intended character, whether urban or rural, of a particular location (urban context). Roads and streets within communities shall be designed to support and encourage walkability as a response to their context, whereas roads in open areas of the County shall be designed primarily for vehicular circulation. As such thoroughfares that serve both open areas and communities in the County shall change as the surrounding urban context varies. This includes: a. Encouraging thoroughfare designs that are	Promotes the design of streets to be safe for and useable by all modes of transportation including transit, cyclists, and pedestrians, thereby facilitating alternative means of transport and reducing vehicular traffic.	5,7

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
context sensitive, such as those recommended in Designing Walkable Urban Thoroughfares: A Context Sensitive Approach by the Institute of Transportation Engineers (ITE); b. Supporting urban design principles that promote walkability within our communities to include: i. A mix and variety of land uses designed to be relatively compact and in close proximity to one another; ii. Buildings that are oriented toward streets, with appropriately narrow setbacks and functional entries directly fronting onto sidewalks; iii. Pedestrian-scaled architecture, landscape, and thoroughfares designed to provide engaging sidewalk views and comfort to pedestrians traveling at slow speeds; and iv. Circulation networks that provide an interconnected system of streets and open spaces with relatively small block lengths; c. Creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network; d. Incorporating pedestrian and bicycle facilities, where appropriate and feasible, that promote safety and maximize access; e. Planting street trees adjacent to curbs and between the pedestrian and the automobile, where appropriate; f. Incorporating traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables; and g. Coordinating with other agencies and cities to ensure connections are made between jurisdictions.		

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy C-1.4: Funding Sources Prior to approving new development, the County shall identify, develop, and/or maintain a variety of funding sources to implement the improvements on the Circulation Diagram or other improvements deemed necessary to accommodate the new development at applicable LOSs. These funding sources may include County capital funds as available, building and traffic impact fees for new development of designated benefit areas, developer/subdivider improvements, offers of dedication of rights-of-way, assessment/improvement districts, and gas taxes or other measures.	Helps ensure funding is available to keep needed roadways improved to the extent necessary to reduce traffic congestion and meet applicable LOS.	1,2,3
Policy C-1.5: Mitigating Transportation Impacts The County shall assess fees on all new development to ensure new development pays its fair share of the costs for new and expanded transportation facilities, as applicable, to County, City, regional and/or State facilities.	Ensures funding is available to maintain and expand transportation facilities in the County in response to new development which will reduce congestion and maintain safety standards.	5
Policy C-1.6: Review of General Plan Amendments The County shall submit all proposed General Plan amendments to SBCOG, Caltrans, and the cities of San Juan Bautista and Hollister for review and comment.	Improves coordination between all jurisdictions with authority for roadways in the County to encourage an efficient, effective circulation system which will help avoid and alleviate congestion.	1,2,3
Policy C-1.7: Consistency with City Standards The County shall require the street network for development proposals within the Sphere of Influence of the cities of Hollister or San Juan Bautista to be built to applicable city standards.	Improves coordination between the County and the two Cities to encourage an effic ient, effective, and safe circulation system to help avoid and alleviate congestion.	5

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy C-1.8: Modeling Growth Impacts The County should support the development of a computer model through regional agencies and in cooperation with the cities to monitor growth patterns and evaluate the effects of major projects and cumulative development on the transportation network (including impacts on automobiles, transit, pedestrians, and bicyclists) in the northern part of the County.	Improves coordination between all jurisdictions with authority for roadways in the County to encourage an efficient, effective circulation system to help avoid and alleviate congestion.	1,2,3
Policy C-1.9: Dedicate Rights-of-Way The County shall require project applicants with property fronting along planned road improvements, as a condition of project approval, to dedicate right-of-way and/or construct improvements in accordance with the Circulation Diagram when (1) a nexus can be established between the proposed project and the dedication and/or construction; and (2) the dedication and/or construction would be roughly proportional to the project's impacts.	Requires that project applicants implement the County's vision of necessary roadway improvements as set forth in the Circulation Diagram which will help avoid and alleviate congestion.	1
Policy C-1.10: Street Network Plans The County shall require project applicants to prepare a street network plan for any subdivision proposal located near existing, approved, or proposed development (County or city). The plan shall illustrate how adjoining properties will inter-connect over the long-term and how the plan will improve pedestrian and bicycle connectivity. The plan shall include an interim access plan and a long-term plan that consolidates vehicular access onto arterials/collectors (via street network design, or some other method).	Requires that the circulation systems of future development projects be coordinated with the countywide network set forth in the Circulation Diagram to promote safety and consistency which will help avoid and alleviate congestion..	1,2,3,5

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy C-1.12: Level of Service (LOS) Standard The County shall endeavor to maintain a General Plan target goal of LOS D at all locations. If a transportation facility is already operating at an LOS D or E, the existing LOS should be maintained. Exceptions should be considered where achievement of these levels of service would cause unacceptable impacts to other modes of transportation, the environment, or private property.	Establishes minimum service standards for roadways within County jurisdiction to reduce or avoid traffic congestion and to facilitate and promote other non-auto modes of transportation.	1
Policy C-1.13: Upgrade Private Roads The County shall require existing private roads to be upgraded to County standards as a condition of approval for any project that will be served by such roads.	Requires that private, potentially sub-standard, roads be improved to meet County safety standards.	5
Policy C-1.14: Driveway Siting The County shall encourage driveways to be located on adjacent collector streets rather than on arterial streets.	Restricts driveway access on high volume roadways to increase safety.	5
Policy C-1.15: Street Networks that Enhance Neighborhood Character The County shall encourage traditional interconnected street networks that provide alternate routes between neighborhoods and other measures that slow neighborhood traffic and enhance neighborhood character, such as those associated with Complete Streets.	Restricts high-speed through traffic in residential areas to increase safety.	5
Goal C-2: Pedestrian, Equestrian, and Bicycle Trails To provide a safe, continuous, and accessible system of facilities for bicycle and pedestrian travel in appropriate areas of the County.	Encourages non-vehicular modes of travel to reduce congestion and facilitate safety.	5

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy C-2.1: Bicycle, Pedestrian, and Equestrian Systems. The County shall encourage complete, safe, and interconnected bicycle, pedestrian, and equestrian systems that serve both commuter travel and recreational use, and provide access to major destinations in the County.	Encourages non-vehicular modes of travel to reduce congestion and facilitate safety.	5
Policy C-2.8: Sidewalks or Pedestrian Paths in Subdivisions The County shall encourage project applicants to provide sidewalks or other safe and convenient accommodations for pedestrians (e.g., shared- space streets) on all new roads or modifications to existing roads, as appropriate to the context, in accordance with County roadway design standards.	Requires that safe pedestrian circulation be provided, promoting safe pedestrian travel and thereby reducing vehicle usage and congestion.	5
Policy C-2.12: Pedestrian Improvements The County shall work with SBCOG to support the installation of roadway improvements that better accommodate pedestrians, such as countdown signals at signalized intersections, audible signals for the visually-impaired and pedestrian-friendly signal timing.	Requires that safe pedestrian circulation be provided, promoting safe pedestrian travel and thereby reducing vehicle usage and congestion.	5
Goal C-5: Goods Movement To provide for the safe and efficient movement of goods to support commerce while maintaining safety and quality of life in the County.	Prioritizes efficiency of moving goods which will focus on avoiding or reducing congestion while promoting and maintaining safety.	5
Policy C-5.5: County Roads for Local Traffic The County shall encourage inter- and intra-regional truck traffic to use State and Federal highways, to maintain the primary role of County roads as serving local and agricultural traffic.	Encourages a reduction in heavy truck traffic in inappropriate locations to increase safety for other roadway users.	5

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy C-5.6: Farm to Market Connectivity The County shall facilitate farm-to-market transport by directing non-agricultural truck trips to targeted corridors, making other County roadways more available for the movement of agricultural goods.	Establishes as County policy the establishment of agricultural goods movement routes to avoid potential congestion and safety concerns from slow-moving agricultural traffic.	5
Goal C-6: Air Transportation To promote the safe and efficient use of aviation facilities.	Reduces impacts to airport safety hazards by promoting the safe and efficient use of aviation facilities.	4
Policy C-6.1: Private Airstrip Control The County shall control the location, development, and use of private airstrips and agricultural landing fields.	Minimizes impacts related to airport safety by controlling the location, development, and use of private airstrips and agricultural landing fields.	4
Policy C-6.3: Planes at Private Air Strips The County shall limit the airplanes at any private air strip, except the Frazier Lake Airpark, to those of the air strip owners.	Limits airplanes at any private airstrip to those of the airstrip owners, reducing private airport safety hazards.	4
Health and Safety Element		
Goal HS-1: Emergency Preparedness To maintain the necessary level of disaster preparedness for the protection of the health, safety, and welfare of people living, working, and residing in San Benito County.	Helps ensure adequate access in case of emergency.	5
Policy HS-1.6: Emergency Preparedness Exercises The County shall coordinate with local and regional jurisdictions to conduct emergency and disaster preparedness exercises to test operational and emergency plans.	Helps ensure adequate access in case of emergency.	5

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy HS-1.11: Road Capacity The County shall require roads to be of adequate capacity for use in times of emergency.	Helps maintain adequate emergency access throughout the County.	5
Goal HS-7: Airport Hazards To promote the safe operation of public and private airports and protect the safety of County residents.	Requires consistency with the CLUPs for the Hollister Municipal Airport and the Frazier Lake Airpark to maintain air traffic patterns and air access in order to ensure the safety of airport operations and the compatibility of the lands near the airports.	2, 4
Policy HS-7.1: Land Use Compatibility The County shall prohibit land uses within unincorporated areas that interfere with the safe operation of aircraft or that would be exposed to hazards from the operation of aircraft.	Helps ensure air traffic patterns remain consistent and safe while also allowing for continued emergency air access.	2, 4
Policy HS-7.2: Coordination with ALUC The County shall coordinate with the ALUC on land use planning around airports and submit development proposals for land within the airport area of influence for review by the ALUC for consistency with the Airport Land Use Compatibility Plans.	Helps ensure air traffic patterns remain consistent and safe while also allowing for continued emergency air access.	2, 4
Policy HS-7.3: Compliance with FAA Regulations The County shall require development within the airport approach and departure zones to be in compliance with Part 77 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace).	Helps ensure air traffic patterns remain consistent and safe while also allowing for continued emergency air access.	2, 4

Goals and Policies	How the Goal/Policy Avoids or Reduces Impact	Impact TC-#
Policy HS-7.4: Locations for New Air Strips The County shall require sites for proposed air strips to be outside of air traffic control zones and a safe distance from existing airports (generally three miles), and to be a reasonable distance from residential areas and compatible with the surrounding uses.	Helps ensure air traffic patterns remain consistent and safe while also allowing for continued emergency air access.	2, 4
Policy HS-7.5: Transmission Tower and Lines The County shall review all proposed radio, television, power, or related transmission towers and lines for appropriate location and possible air travel conflicts during the discretionary application process.	Helps ensure air traffic patterns remain consistent and safe while also allowing for continued emergency air access.	2, 4

Source: San Benito County, 2011, 2014; EMC Planning Group, 2014; Planning Partners, 2012.

Impact TC-1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (XVI.a), or conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways (XVI.b).

Significance of Impact: Significant and unavoidable for Scenario 1 and Scenario 2, for state freeways and highways, local roadways, and local roadway segments at key intersections.

19.2.4 State Freeways and Highways

Scenario 1

Implementation of the 2035 General Plan would increase traffic levels within the County and would result in two state freeway/highway segments operating at unacceptable LOSs under Scenario 1, even with the addition of planned regional and local roadway improvements. This would be a potentially significant impact.

Existing volume and LOS conditions on the state freeways and highways are summarized at the end of this chapter in Tables 19-10 and 19-11, respectively. The projected traffic volumes and LOS conditions on state freeways and highways under Scenario 1 buildout assumptions are summarized at the end of this chapter in Tables 19-12 and 19-13, respectively.

The following two highway segments would operate at an unacceptable LOS under 2035 General Plan conditions assuming Scenario 1:

- State Route 25, Shore Road to County Line
- State Route 156, Union Road to State Route 25

While the increases in the number of vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan contains goals and policies that address the travel and roadway capacities. Table 19-8 includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on freeways and highways.

As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent traffic congestion, including Policies LU-1.1, LU-1.2, LU-1.5, LU-1.7, LU-2.7, LU-4.2, LU-4.4, LU-5.1, LU-5.3, LU-5.7, LU-8.3, and LU-8.4. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure, to the extent possible, that needed traffic improvements are constructed, including Goal C-1 and Policies C-1.4 to C-1.10.

However, the planned transportation improvements, previously shown Table 19-1, and the various 2035 General Plan policies of the Land Use and Circulation Elements cited in Table 19-8, would not be sufficient to maintain acceptable LOS on two state highway segments under Scenario 1. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1a.i. The following improvements would be necessary to mitigate significant impacts by maintaining acceptable LOSs on all state highways and freeways under Scenario 1, and shall be reflected in the Circulation Diagram:

1. State Route 25, Shore Road to County Line.

a. Construct new alignment of State Route 25 from Shore Road to County Line, as a four-lane freeway, as identified in the Hollister to Gilroy State Route 25 Widening and Route

Adoption Draft Environmental Impact Report and Tier I Draft Environmental Impact Statement (Caltrans 2010b); or

b. *Extend Shore Road westerly, from State Route 25 to U.S. 101, as a two- to four-lane arterial/expressway, as identified in Administrative Modification #1 of the 2010 RTP (SBCOG 2010).*

2. ***State Route 156, Union Road to State Route 25.*** *Widen State Route 156 to four-lanes between Buena Vista Road and State Route 25.*

TC-1a.ii. Mitigation 1a. above is not considered feasible during the timeframe of the 2035 General Plan because of funding constraints and the fact that San Benito County does not control the portion of Highway 25 north of the County line to the point where Highway 25 joins U.S. 101 in Santa Clara County. Because of this, traffic capacity is expected to remain constrained along State Route 25 to the north of the County's northern border even with mitigation 1b. above.

Widening of U.S. 101 within the County's borders has not been identified as being needed within the timeframe of the 2035 General Plan. Therefore, improvements along U.S. 101 in San Benito County and State Route 25 north of Shore Road are not supported as part of the County's proposed roadway network and will be removed from the 2035 General Plan Circulation Diagram.

The projected traffic volumes and LOS conditions on state freeways and highways under Scenario 1 buildout with mitigation assumptions are summarized at the end of this chapter in Tables 19-14 and 19-15, respectively. With the exception of the segment of Highway 25 between Shore Road and the County line (which is at LOS E under existing conditions and will remain at LOS E under General Plan conditions, but will exceed the 1 percent threshold identified as a CEQA significance threshold above), freeways and highways would be below the CEQA thresholds of significance in the buildout condition with mitigation. The mitigation measures described above are on (or partially on) facilities under the jurisdiction of Caltrans, and implementation of the necessary improvements would be subject to approval by Caltrans. Additionally, some may be dependent on funding programs that are not fully developed at this time. Timely completion of the necessary mitigation measures would require coordination and cooperation between the County and other agencies

Widening State Routes 25 and 156 would require right-of-way acquisition, grading, and paving. These activities could have impacts on land use, noise, visual, biology, and other environmental categories. Implementation of these mitigation measures would require subsequent project-level environmental review. Some of the physical improvements described above would require cooperation and potentially funding from agencies other than the County, so implementation of

these improvements cannot be guaranteed solely through the County's actions. As a result, this impact would be significant and unavoidable.

Scenario 2

Implementation of the 2035 General Plan would increase traffic levels within the County and would result in two state freeway/highway segments operating at unacceptable LOSs under Scenario 2, even with the addition of planned regional and local roadway improvements. This would be a potentially significant impact.

Existing volume and LOS conditions on the state freeways and highways are summarized at the end of this chapter in Tables 19-10 and 19-11, respectively. The projected traffic volumes and LOS conditions on state freeways and highways under Scenario 2 2035 General Plan buildout conditions are summarized at the end of this chapter in Tables 19-16 and 19-17, respectively.

The following two highway segments would operate at an unacceptable LOS under 2035 General Plan conditions assuming Scenario 2:

- State Route 25, Shore Road to County Line
- State Route 156, Union Road to Route 25

While increases in the number of vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan contains goals and policies that address the travel and roadway capacities. Table 19-8, above, includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on state highways.

As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent traffic congestion. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure, to the extent possible, that needed traffic improvements are constructed.

However, the planned transportation improvements, including those set forth in the Circulation Diagram, and the various 2035 General Plan policies of the Land Use and Circulation Elements cited in Table 19-8 would not be sufficient to maintain acceptable LOS on two state highway segments under Scenario 2. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1bi. The following improvements would be necessary to mitigate significant impacts by maintaining acceptable LOSs on all state highways and freeways under Scenario 2, and shall be reflected in the Circulation Diagram:

1. State Route 25, Shore Road to County Line. *Implement Mitigation Measure TC-1a.1.*

2. State Route 156, Union Road to State Route 25. *Implement Mitigation Measure TC-1a.2 or TC-1a.1.b.*

TC-1b.ii. Implement Mitigation Measure TC-1a.ii.

The projected traffic volumes and LOS conditions on state freeways and highways under Scenario 2 buildout with mitigation assumptions are summarized at the end of this chapter in Tables 19-18 and 19-19, respectively. The mitigation measures described above are on (or partially on) facilities under the jurisdiction of Caltrans, and implementation of the necessary improvements would be subject to approval by Caltrans. Additionally, some may be dependent on funding programs that are not fully developed at this time. Timely completion of the necessary mitigation measures would require coordination and cooperation between the County and other agencies.

Widening State Routes 25 and 156 would require right-of-way acquisition, grading, and paving. These activities could have impacts on land use, noise, visual, biology, and other environmental categories. Implementation of these mitigation measures would require subsequent project-level environmental review. Some of the physical improvements described above would require cooperation and potentially funding from agencies other than the County, so implementation of these improvements cannot be guaranteed solely through the County's actions. As a result, this impact would be significant and unavoidable.

Local Roadway Segments

Scenario 1

Implementation of the 2035 General Plan would increase traffic levels within the County and would result in 20 local roadway segments experiencing projected daily traffic volume levels that exceed the LOS D ADT volume thresholds under this scenario. This would be a potentially significant impact.

From the results of this planning-level analysis, the following 20 local roadway segments have been identified as potentially significant impact locations under Scenario 1:

- Fairview Road, Fallon Road to McCloskey Road
- Fallon Road, San Felipe Road to Fairview Road
- Hillcrest Road, Highway 25 Bypass to Clearview Drive
- McCloskey Road, San Felipe Road to Fairview Road
- Meridian Street, Highway 25 Bypass to Clearview Drive
- North Street, Westside Boulevard to San Felipe Road
- San Benito Street, South Street to 4th Street
- San Benito Street, 4th Street to Santa Ana Road
- San Felipe Road, Santa Ana Road to Highway 25 Bypass
- San Felipe Road, Wright Road/McCloskey Road to Highway 25
- San Felipe Road, Fallon Rd. to Wright Rd./McCloskey Rd.
- San Juan Road/4th Street, Graf Road to Westside Boulevard
- San Juan Road/4th Street, Westside Boulevard to San Benito Street
- Santa Ana Road, San Felipe Road to Highway 25 Bypass
- Santa Ana Road, Kane Drive to Fairview Road
- South Street, San Benito Street to McCray Street
- Sunnyslope Road, El Toro Drive to Fairview Road
- Westside Boulevard, Nash Road to 4th Street
- Westside Boulevard, 4th Street to Buena Vista Road
- Wright Road, Highway 25 to San Felipe Road

This indicates that these roadways may be over capacity under Scenario 1 2035 General Plan buildout conditions, which would be a potentially significant impact. The local roadway ADT analysis under existing and Scenario 1 2035 General Plan buildout conditions are summarized at the end of this chapter in Tables 19-20 and 19-21, respectively.

While the likelihood of increases in vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan Circulation Element contains goals and policies that address the travel and roadway capacities. Table 19-8 includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway

network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on local roadways.

As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent traffic congestion. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure to the extent possible that needed traffic improvements are constructed.

However, as indicated at the end of this chapter in Table 19-21, the planned transportation improvements, including those set forth in the Circulation Diagram, and the various 2035 General Plan policies of the Land Use and Circulation Elements cited in Table 19-8 would not be sufficient to maintain acceptable LOS on the local roadway segments listed above under Scenario 1. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1c. The following improvements would be necessary to mitigate significant impacts by maintaining acceptable LOSs on all local roadways under Scenario 1, and shall be reflected in the Circulation Diagram:

1. ***Fairview Road, Fallon Road to McCloskey Road.*** *Implement Mitigation Measure TC-1a.1.b.*

2. ***Fallon Road, San Felipe Road to Fairview Road.*** *Implement Mitigation Measure TC-1a.1.b.*

3. ***Hillcrest Road, State Route 25 to Clearview Drive.*** *Widen to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

4. ***McCloskey Road, San Felipe Road to Fairview Road.*** *Widen to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

5. ***Meridian Street, Highway 25 Bypass to Clearview Drive.*** *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

6. ***North Street, Westside Boulevard to San Felipe Road.*** *Construct the Westside Drive/Miller Road extension from Buena Vista Road to Wright Road.*

7. ***San Benito Street, South Street to 4th Street.*** *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

8. ***San Benito Street, 4th Street to Santa Ana Road.*** *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

9. San Felipe Road, Santa Ana Road to Highway 25 Bypass. *Implement Mitigation Measure TC-1c.6 and TC-1c.11.*

10. San Felipe Road, Wright Road/McCloskey Road to Highway 25. *Implement Mitigation Measure TC-1c.9.*

11. San Felipe Road, Fallon Rd. to Wright Rd./McCloskey Rd. *Construct the Memorial Drive extension from Santa Ana Road to Shelton Drive.*

12. San Juan Road/4th Street, Graf Road to Westside Boulevard. *Widen to four lanes.*

13. San Juan Road/4th Street, Westside Boulevard to San Benito Street. *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

14. Santa Ana Road, San Felipe Road to Highway 25 Bypass. *Provide a two-way, left-turn lane median west of Chappell Road, a raised median east of Chappell Road and dedicated left-turn lanes at intersections.*

15. Santa Ana Road, Kane Drive to Fairview Road. *Provide a two-way, left-turn lane median and dedicated left-turn lanes at intersections.*

16. South Street, San Benito Street to McCray Street. *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*

17. Sunnyslope Road, El Toro Drive to Fairview Road. *Widen and restripe road to four lanes, provide a two-way left-turn lane median and a dedicated left-turn lanes at intersections.*

18. Westside Boulevard, Nash Road to 4th Street. *Widen and restripe road to four lanes.*

19. Westside Boulevard, 4th Street to Buena Vista Road. *Widen and restripe road to four lanes.*

20. Wright Road, Highway 25 to San Felipe Road. *Widen to four lanes.*

The projected daily traffic volumes and LOS D capacity on County roadways and city roadways under Scenario 1 buildout with mitigation assumptions are summarized in Table 19-22. Some of the mitigation measures described above are on facilities under the jurisdiction of agencies other than the County (such as Caltrans and the City of Hollister). Implementation of some of the proposed improvements would be subject to approval by other agencies. Additionally, some may be dependent on funding programs that are not fully developed at this time. Timely completion of the necessary mitigation measures would require coordination and cooperation between the County and other agencies.

Widening and improving these roadways would require grading and paving, and could require right-of-way acquisition. These activities could have impacts on land use, noise, visual, biology,

and other environmental categories. Implementation of these mitigation measures would require subsequent project-level environmental review. Some of the physical improvements described above would require cooperation and funding from agencies other than the County. Improvements to four of the locations listed above could be subject to Caltrans review and approval since they potentially affect state highways. Therefore, implementation of these improvements cannot be guaranteed solely through the County's actions. As a result, this impact would be significant and unavoidable.

Scenario 2

The following five local roadway segments have been identified as potentially significant impact locations under Scenario 2 :

- Hillcrest Road, Highway 25 Bypass to Clearview Drive
- Hillcrest Road, McCray Street to Highway 25 Bypass
- Santa Ana Road, Highway 25 Bypass to Kane Drive
- Sunnyslope Road, El Toro Drive to Fairview Road
- Westside Boulevard, Nash Road to 4th Street

This indicates that these roadways may be over capacity under Scenario 2 2035 General Plan buildout conditions, which would be a potentially significant impact. The local roadway ADT analysis under existing and Scenario 2 2035 General Plan buildout conditions are summarized at the end of this chapter in Tables 19-20 and 19-23, respectively.

While the likelihood of increases in vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan Circulation Element contains goals and policies that address the travel and roadway capacities. Table 19-8 includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on local roadways.

As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent traffic congestion. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure to the extent possible that needed traffic improvements are constructed.

However, as indicated at the end of this chapter in Table 19-23, the planned transportation improvements, including those set forth in the Circulation Diagram, and the various 2035 General Plan policies of the Land Use and Circulation Elements cited in Table 19-8 would not be sufficient to maintain acceptable LOS on the local roadway segments listed above. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1d. The following improvements would be necessary to mitigate significant impacts by maintaining acceptable LOSs on all local roadways under Scenario 2, and shall be reflected in the Circulation Diagram:

1. ***Hillcrest Road, Highway 25 to Clearview Drive.*** *Implement Mitigation Measure TC-1c.3.*
2. ***Hillcrest Road, McCray Street to Highway 25 Bypass.*** *Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections.*
3. ***Santa Ana Road, Highway 25 Bypass to Kane Drive.*** *Provide a raised median and dedicated left-turn lanes at intersections.*
4. ***Sunnyslope Road, El Toro Drive to Fairview Road.*** *Implement Mitigation Measure TC-1c.17.*
5. ***Westside Boulevard, Nash Road to 4th Street.*** *Implement Mitigation Measure TC-1c.18.*

The projected daily traffic volumes and LOS D capacity on County roadways and city roadways under scenario 2 buildout with mitigation assumptions are summarized at the end of this chapter in Table 19-24. Some of the mitigation measures described above are on facilities under the jurisdiction of agencies other than the County (such as Caltrans and the City of Hollister). Implementation of some of the proposed improvements would be subject to approval by other agencies. Additionally, some may be dependent on funding programs that are not fully developed at this time. Timely completion of the necessary mitigation measures would require coordination and cooperation between the County and other agencies.

Widening and improving these roadways would require grading and paving, and could require right-of-way acquisition. These activities could have impacts on land use, noise, visual, biology, and other environmental categories. Implementation of these mitigation measures would require subsequent project-level environmental review. Some of the physical improvements described above would require cooperation and funding from agencies other than the County. Improvements to three of the locations listed above could be subject to Caltrans review and approval since they potentially affect state highways. Therefore, implementation of these improvements cannot be guaranteed solely through the County's actions. As a result, this impact would be significant and unavoidable.

19.2.5 Local Roadway Segments at Key Intersections

Scenario 1

Implementation of the 2035 General Plan would increase traffic levels within the County, and would result in six key intersections operating at worse than the LOS D standard under Scenario 1, even with the addition of planned regional and local roadway improvements. This would be a potentially significant impact.

The following six intersections would be potentially impacted by the project under Scenario 1:

- #9 San Felipe Road and McCloskey Road/Wright Road
- #11 San Benito Street/San Felipe Road and Santa Ana Road/North Street
- #12 State Route 25 Bypass and Santa Ana Road
- #20 State Route 156 and Union Road
- # 30 San Benito Street and 4th Street
- # 32 San Felipe Road and State Route 25

The intersection LOS results under existing and Scenario 1 2035 General Plan buildout conditions are summarized at the end of this chapter in Table 19-25.

As noted above, while increases in vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan contains goals and policies that address the travel and roadway capacities. Table 19-8 includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on local roadways.

As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent traffic congestion. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure to the extent possible that needed traffic improvements are constructed.

However, as indicated at the end of this chapter in Table 19-25, the planned transportation improvements, including those set forth in the Circulation Diagram, and the various General Plan policies of the Land Use and Circulation Elements cited in Table 19-8 would not be

sufficient to maintain LOS D conditions at the key study intersections in the County. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1e. The following improvements would be necessary to mitigate significant intersection impacts under Scenario 1, and shall be reflected in the Circulation Diagram:

1. San Felipe Road and McCloskey Road/Wright Road.

a. Widen McCloskey Road/Wright Road to four lanes through the intersection so that the eastbound and westbound approaches have one left-turn lane, two through lanes and one right-turn lane; and

b. add right-turn lanes to the San Felipe Road northbound and southbound approaches.

2. San Benito Street/San Felipe Road and Santa Ana Road/North Street. *Implement Mitigation Measure TC-1c.6.*

3. State Route 25 Bypass and Santa Ana Road.

a. Construct the Memorial Drive extension between Santa Ana Road and McCloskey Road as a high speed and high access control Class 1 Arterial; and

b. upgrade McCloskey Road west of Memorial Drive extension as a four lane, high speed and high access control Class 1 Arterial.

4. State Route 156 and Union Road. *Implement Mitigation Measure TC-1a.1.b.*

5. San Benito Street and 4th Street. *Add northbound and southbound left-turn lane by removing curbside parking for one block north and south of 4th Street and convert northbound/southbound signal phasing from split to protected left turn.*

6. San Felipe Road and State Route 25. *Widen State Route 25 to six lanes through the intersection so that the eastbound and westbound approaches have one left-turn lane, three through lanes and two right-turn lanes.*

The projected average delay and LOS conditions at major intersections under Scenario 1 buildout with mitigation assumptions are summarized at the end of this chapter in Table 19-26. Some of the mitigation measures described above are on facilities under the jurisdiction of agencies other than the County (such as Caltrans and the City of Hollister). From the list above, only one location would be solely under the jurisdiction of San Benito County. Implementation of some of the proposed improvements would be subject to approval by other agencies.

Additionally, some may be dependent on funding programs that are not fully developed at this time. Timely completion of the necessary mitigation measures would require coordination and cooperation between the County and other agencies.

Widening and/or improving these roadways and intersections would require grading, and paving and could require right-of-way acquisition. These activities could have impacts on land use, noise, visual, biology, and other environmental categories. Implementation of these mitigation measures would require subsequent project-level environmental review. Some of the physical improvements described above would require cooperation and funding from agencies other than the County, so implementation of these improvements cannot be guaranteed solely through the County's actions. Improvements at the intersection locations would be subject to review and approval by either Caltrans or the City of Hollister. As a result, this impact would be significant and unavoidable.

Scenario 2

Implementation of the 2035 General Plan would increase traffic levels within the County, and would result in two intersections operating at worse than the LOS D standard under Scenario 2, even with the addition of planned regional and local roadway improvements. This would be a potentially significant impact.

The following intersections would be potentially impacted by the project under Scenario 2:

- #20 State Route 156 and Union Road
- # 30 San Benito Street and 4th Street

The intersection LOS results under existing and Scenario 2 2035 General Plan buildout conditions are summarized at the end of this chapter in Table 19-27.

As noted above, while increases in vehicle trips and resulting traffic congestion cannot be eliminated, the 2035 General Plan contains goals and policies that address the travel and roadway capacities. Table 19-8 includes goals and policies from the 2035 General Plan that state the County's intent to make efficient use of the existing and planned roadway network, and to plan future development to reduce reliance on vehicle travel in favor of other transportation modes, thereby lessening traffic congestion on local roadways.

The projected average delay and LOS conditions at major intersections under Scenario 2 buildout with mitigation assumptions are summarized at the end of this chapter in Table 19-28. As shown in Table 19-8, the 2035 General Plan Land Use Element provides many policies that act to make efficient use of the roadway network, and encourage new development to be located in areas well-served by various transportation modes to reduce vehicle trips and subsequent

traffic congestion. The Circulation Element provides a goal and several policies intended to reduce traffic congestion, mitigate traffic impacts from future development projects, and ensure to the extent possible that needed traffic improvements are constructed.

However, as indicated at the end of this chapter in Table 19-27, the planned transportation improvements, including those set forth in the Circulation Diagram, and the various General Plan policies of the Land Use and Circulation Elements cited in Table 19-8 would not be sufficient to maintain LOS D conditions at the key study intersections in the County under Scenario 2. For this reason, the impact would be potentially significant.

Mitigation Measure:

TC-1f. The following improvements would be necessary to mitigate significant intersection impacts under Scenario 2, and shall be reflected in the Circulation Diagram:

1. State Route 156 and Union Road. *Implement Mitigation Measure TC-1a.1.b.*

2. San Benito Street and 4th Street. *Implement Mitigation Measure TC-1e.6.*

The mitigation measure described above is on a facility that is under the jurisdiction of the City of Hollister and implementation would be subject to the City of Hollister's approval. Timely completion of the necessary mitigation measure would require coordination and cooperation between the County and the City. The physical improvement described above would require cooperation and funding from the City of Hollister, so implementation cannot be guaranteed solely through the County's actions. As a result, this impact would be significant and unavoidable.

Table 19-9 provides a comprehensive list, and Figure 19-2 provides a comprehensive representation, of the projects reflected in Table 19-1 and all improvement projects that would be required to be reflected in the Circulation Diagram based on the analysis associated with Impact TC-1 and Mitigation Measures TC-1a through TC-1f above. If the project is approved and Mitigation Measures TC-1a through TC-1f are adopted, Figure 19-2 would replace Figure 6-2, Figure 6-3, and Figure 6-4 in the General Plan.

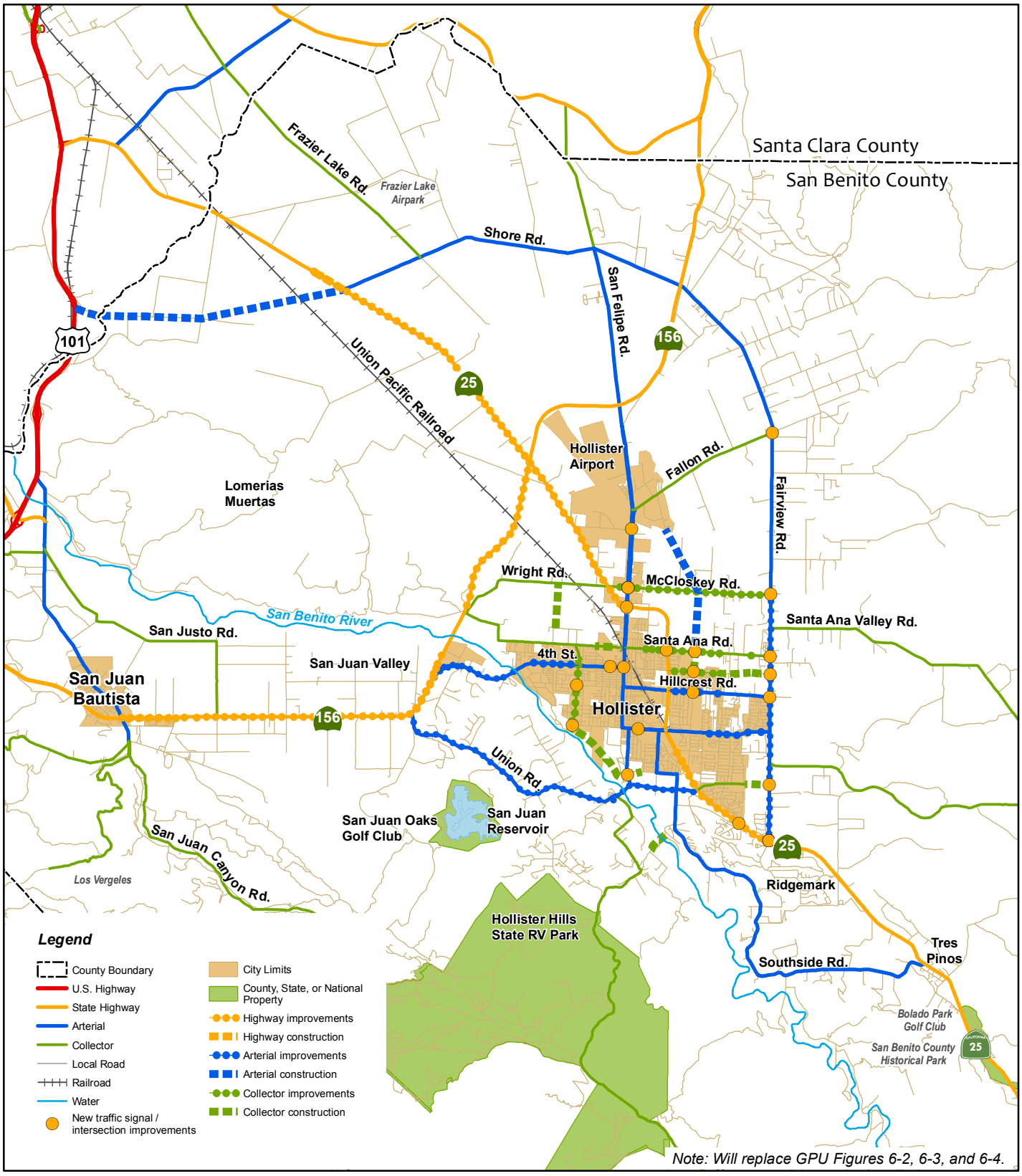

Figure 19-2

Circulation Diagram

2035 San Benito County General Plan Revised DEIR

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Table 19-9 2035 General Plan Regional and Local Roadway Network Improvements with Mitigation Reflected/Final Circulation Diagram List of Projects

Project	Location	Description
Highways and Freeways – Baseline		
Improvements to Existing Highways		
State Route 156 Widening	The Alameda to 0.2 miles east of 4th Street/Business Route 156	Realign 5.2 miles and widen to four lanes
State Route 156/Fairview Road Intersection Improvements	State Route 156 and Fairview Road	Construct new through lanes/turn lanes at intersection
State Route 25 Widening	San Felipe Road to 0.5 miles north of Shore Road	Widen from 2 to 4-lanes
State Route 25 Widening	Sunset Drive to Fairview Road	Widen from 2 to 4-lanes
Construction of New Highways		
None.		
Highways and Freeways - 2035 General Plan Buildout		
Improvements to Existing Highways		
State Route 156	Buena Vista Road to State Route 25	Widen to four-lanes
Construction of New Highways		
State Route 25 New Alignment1	Shore Road to County Line	Construct four-lanes
Local Roadways – Baseline		
Improvements to Existing Local Roadways		
Fairview Road Widening	McCloskey Road to State Route 25	Widen to four-lane arterial
Union Road Widening (East)	San Benito Street to State Route 25	Widen to four-lane arterial
Union Road Widening (West)	San Benito Street to State Route 156	Widen to four-lane arterial

Project	Location	Description
Construction of New Local Roadways		
Westside Boulevard Extension	Nash Road to Union Road	Construct two-lane extension, add/improve signal at Westside Boulevard/Nash Road and Westside Boulevard/San Benito Street intersections
North Street (Buena Vista) Gap Closure	Westward Boulevard to San Benito Street	Construct two-lane extension for discontinuous alignment
Memorial Drive Extension	Meridian Street to Santa Ana Road	Construct four-lane extension for 0.3-mile segment, add/improve signal at Memorial Drive/Santa Ana Road and Memorial Drive/Meridian Street intersections
Meridian Street Extension to Fairview Road	Clearview Drive to Fairview Road	Construct four-lane extension, add/improve signal at Meridian Street/Fairview Road intersection
Union Road	Calistoga Drive to Fairview Road	Construct two-lane arterial for 0.35-mile extension
Hospital Road Bridge	Southside Road to Cienega Road	Construct two-lane bridge to replace existing
Local Roadways - 2035 General Plan Buildout		
Improvements to Existing Local Roadways		
Hillcrest Road	State Route 25 to Clearview Drive	Widen to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersection
Hillcrest Road	McCray Street to Highway 25 Bypass	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
McCloskey Road	San Felipe Road to Fairview Road	Widen to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
Meridian Street	Highway 25 Bypass to Clearview Drive	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections

Project	Location	Description
San Benito Street	South Street to 4th Street	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
San Benito Street	4th Street to Santa Ana Road	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
San Juan Road/4th Street	Graf Road to Westside Boulevard	Widen to four lanes
San Juan Road/4th Street	Westside Boulevard to San Benito Street	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
Santa Ana Road	San Felipe Road to Highway 25 Bypass	Provide a two-way, left-turn lane median west of Chappell Road, a raised median east of Chappell Road and dedicated left-turn lanes at intersections
Santa Ana Road	Highway 25 Bypass to Kane Drive	Provide a raised median and dedicated left-turn lanes at intersections
Santa Ana Road	Kane Drive to Fairview Road	Provide a two-way, left-turn lane median and dedicated left-turn lanes at intersections
South Street	San Benito Street to McCray Street	Restripe to provide a two-way, left-turn lane median and a dedicated left-turn lane at intersections
Sunnyslope Road	El Toro Drive to Fairview Road	Widen and restripe road to four lanes, provide a two-way left-turn lane median and a dedicated left-turn lanes at intersections
Westside Boulevard	Nash Road to 4th Street	Widen and restripe road to four lanes
Westside Boulevard	4th Street to Buena Vista Road	Widen and restripe road to four lanes
Wright Road	Highway 25 to San Felipe Road	Widen to four lanes

Project	Location	Description
Construction of New Local Roadways		
Shore Road Extension	State Route 25 to U.S. 101	Construct two- to four-lane arterial/expressway
Memorial Drive Extension	Santa Ana Road to Shelton Drive	Construct two-lane extension
Westside Drive/Miller Road Extension	Buena Vista Road to Wright Road	Construct two-lane extension
Intersection Signalization Additions or Improvements – Baseline		
Cushman Street/Tres Pinos Road (or Nash Road or Sunnyslope Road) Enterprise Road/State Route 25 Fairview Road/Fallon Road Fairview Road/State Route 25 Fairview Road/Hillcrest Road Flynn Road/San Felipe Road Fourth Street/West Street or Monterey Street McCloskey Road/Fairview Road Memorial Drive/Hillcrest Road Union Road/Fairview Road		
Intersection Signalization Additions or Improvements - 2035 General Plan Buildout		
San Benito Street and 4th Street San Felipe Road and McCloskey Road/Wright Road San Felipe Road and State Route 25 State Route 25 Bypass and Santa Ana Road		

Sources: SBCOG 2011, 2014a; City of Hollister 2005a.

Notes: [1]Shore Road Extension is an alternative to this project pursuant to Mitigation Measure TC-1a in the 2014 Revised DEIR.

Impact TC-2: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (XVI.c).

Level of Significance: Less than significant with mitigation.

Implementation of the proposed 2035 General Plan would cause an increase in demand for commercial passenger aviation, general aviation, and air freight traffic. Additionally, regardless of scenario, the 2035 General Plan includes new development near the Hollister Municipal Airport, specifically, industrial development on Highway 25, west of the airport and on San Felipe Road, east of the airport. 2035 General Plan policies require coordination with the ALUC prior to approving land uses within public airport safety zones; however, no similar policies or procedures apply to private airports and adjacent development. For this reason, this would be a potentially significant impact under any potential growth scenario. For additional discussion of this impact topic, please refer to Impact HAZ-4 in Chapter 12, Hazards and Hazardous Materials, of this RDEIR.

The *Hollister Municipal Airport Master Plan* (Hollister 2005c) evaluates the airport's capabilities, forecasts future aviation demand, and plans for the timely development of new facilities to meet that demand through 2025. The Master Plan primarily provides systematic guidelines for the overall maintenance, development, and operation of the airport to adequately accommodate future growth.

Currently, the County's role in air transportation is limited to land use regulation through the General Plan and Zoning Ordinance. The County coordinates with the ALUC, which makes recommendations to the Board of Supervisors about development around the Hollister Airport in order to ensure orderly growth in the vicinity and protect the safety of nearby residents. Proposed new development near the airport would continue to be regulated by the ALUC to ensure that land uses near the airport are consistent with airport operations. Additionally, none of the proposed new development areas identified on the proposed 2035 General Plan Land Use Diagram are located within the approach or departure flight paths of the runways.

The 2035 General Plan update does not include any changes to air traffic patterns or changes in location. The 2035 General Plan consists of explicit goals and policies that would reduce land use compatibility issues and safety concerns that could impact the capability and functionality of the County's aviation system. Table 19-8 lists the policies applicable to the safe operation of airports and the safety of County residents, as explained further below.

As set forth in Impact HAZ-4 in Chapter 12, *Hazards and Hazardous Materials*, of this RDEIR and illustrated at the end of this chapter in Table 19-29, the Land Use Element contains policies that minimize the risk to people on the ground near the airports and to the occupants of the aircraft,

including adherence to the policies of the ALUC by the County in its land use decision making. Additionally, the Health and Safety, and Land Use Elements contain a number of policies that establish requirements for compatible development around airports.

The 2035 General Plan contains a number of specific policies as shown in Table 19-8 to avoid safety risks arising from changes in air traffic patterns, including reducing land use compatibility issues, minimizing airport-related nuisances, and ensuring that airport safety zones are established for public airports, including Policy LU-1.9 and LU-8.7; Goal HS-7 and Policies HS-7.1 to HS-7.4; Goal C-6 and Policies C-6.1 and C-6.3. Similar safety provisions are outlined for private airports. Policy HS-7.5 within the Health and Safety Element provides criteria for the safe location of new air facilities in the County. However, this policy applies only to new proposed facilities.

Within the Circulation Element under Goal C-6, Policies C-6.1 and C-6.3 would minimize impacts related to airport safety by controlling the location, development, and use of private airstrips and agricultural landing fields, and by limiting the use of aircraft to only the owners of the airstrip. While these three policies limit the use of the private airstrips and the types of aircraft operated out of the airstrip, none specifically address the surrounding land use compatibility, nor the likely safety impacts that may result from new development. While impacts related to the siting of new sensitive uses next to the two public airports would result in a less-than-significant impact, impacts related to the siting of new sensitive uses near any of the private airports, often near agricultural operations, could be expected to impact the safety of people residing or working in the areas around these airports. Therefore, impacts related to the siting of new uses near private airports would be a potentially significant impact any potential growth scenario.

Mitigation Measure:

TC-2. Implement Mitigation Measure HAZ-4.

Because this mitigation measure would result in the additional protection against airport safety hazards arising from the development of urban uses and infrastructure identified in the 2035 General Plan, there would be no additional impacts beyond those identified for such development in Chapters 5 through 22 of this RDEIR. Implementation of Mitigation Measure HAZ-4 would result in a reduction in the potential safety hazards due to new development that would occur near private airstrips by ensuring that development near both public use and private airstrips addresses land use compatibility issues under both scenarios.

Impact TC-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (XVI.d).

Level of Significance: Less than significant, no mitigation required.

Implementation of the 2035 General Plan could result in an increase in traffic hazards on roadways within the County under any growth scenario. Because the operation of proposed policies and programs within the 2035 General Plan would act to avoid or reduce future traffic hazards, this would be a less-than-significant impact under any scenario, as discussed below.

New land uses, including the roadways and access points serving those land uses, could be developed as a result of the 2035 General Plan. However, it is not anticipated that development of new land uses would result in inadequate design features. New development projects would go through the County's development review process to determine the appropriate land use permit and the conditions for their establishment and operation. Access to development sites, on-site transportation facilities, and any improvements to off-site roadways would be required to comply with the County's design standards to ensure that inadequate design features do not occur. Additionally, the 2035 General Plan includes policies to ensure that the future transportation network will accommodate all road users in a safe and efficient manner.

Implementation of the 2035 General Plan could increase conflicts between slow-moving farm vehicles using roadways in areas with increased urban activity. As San Benito County develops, residential and commercial development may occur adjacent to or within current rural agricultural areas, increasing the conflict between uses and different types of traffic. The 2035 General Plan includes policies to reduce the potential impacts to residential neighborhoods and those associated with different transportation modes and land uses utilizing the same roadways.

As set forth in Table 19-8, the Circulation Element contain policies, including Goal C-1 and Policies C-1.2, C-1.5, C-1.7, C-1.10, C-1.13, C-1.14, and C-1.15; Goal C-2 and Policies C-2.1, C-2.8, C-2.12; Goal C-5 and Policies C-5.5, C-5.6; that would reduce or avoid safety hazards throughout the circulation network in the County. Because implementation of these policies would reduce potential effects, and no feature of the 2035 General Plan would result in increased transportation hazards, this would be a less-than-significant impact under any scenario.

Impact TC-4: Result in inadequate emergency access (XVI.e).

Level of Significance: Less than significant, no mitigation required.

The 2035 General Plan would result in increased traffic on County roads, state highways and freeways, and city streets throughout the County, which could result in inadequate emergency evacuation routes under any growth scenario. Because under any scenario existing and proposed

County policies would be required to maintain adequate emergency access, this impact would be less than significant. The analysis and conclusions below apply to any growth scenario.

Implementation of the 2035 General Plan would result in the development of new residential and non-residential land uses in the County. The development of these land uses would increase the demand for emergency services within the County. Additionally, new roadways and access points constructed with new development would be used by emergency vehicles to provide emergency response services.

On a regional basis, emergency evacuation routes including state highways and freeways, County expressways, and arterial streets would continue to be available. The number of vehicles that would need to be accommodated on these routes during an emergency would increase in proportion to population growth as San Benito County develops in the future. Accommodating emergency evacuation would therefore require improvements to the regional circulation system that have been shown to be needed to maintain County minimum LOS polices under typical conditions.

It is not anticipated that development of new land uses would significantly impact emergency access. New development projects would go through the County's development review process, which would ensure that new transportation facilities are designed to County standards, and that the roadway network within the project meets County standards established to preserve adequate emergency response. In addition to the County's current development standards, the 2035 General Plan includes policies that would help maintain adequate emergency response times within the County.

As shown in Table 19-8, the 2035 General Plan contains many policies in both the Health and Safety Element, including Goal HS-1 and Policies HS-1.6 and HS-1.11 and Circulation Element, including Goal C-1 and Policies C-1.5, C-1.7, C-1.10, and C-1.13 to assure continued access by emergency responders, including exercises to acquaint responders to typical traffic conditions within the County. Even though the implementation of the 2035 General Plan would result in significant, unmitigated traffic congestion in portions of the County, the effect of the proposed policies would result in continued emergency access that would meet the response time goals of service providers. For this reason, the impact would be less than significant for any growth scenario.

Impact TC-5: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (XVI.f).

Level of Significance: Less than significant, no mitigation required.

Implementation of the 2035 General Plan under any growth scenario would cause an increase in demand for bicycle, pedestrian, and transit facilities within the County. Because the 2035 General Plan encourages the use of alternative modes of transportation and facilitates the development of a transportation network that accommodates all modes, not just the automobile, this impact would be less than significant under any scenario, as discussed in the analysis below.

The 2035 General Plan includes goals and policies to ensure that adequate facilities are provided for alternative modes of transportation to meet the needs of the community as shown in Table 19-8. Specifically, the 2035 General Plan includes one goal and 12 policies to achieve the goal to provide a safe, continuous, and accessible pedestrian and bicycle system within the County. Additionally, there are one goal and 13 policies in the General Plan that promote a safe and efficient public transit system. Beyond these goals and policies, as set forth in Table 19-8, the 2035 General Plan Land Use and Circulation Elements also have a variety of policies aimed at ensuring that the roadway designs and street network promote and facilitate pedestrian and bicycle travel. Because of this comprehensive policy support for alternative transportation modes, the 2035 General Plan would not conflict with adopted policies, plans, or programs supporting such modes of travel, and regardless of scenario, this impact would be less than significant.

The following Tables 19-10 through 19-30 are referenced throughout this section and are included at the end for ease of reading.

Table 19-10 Existing Travel Characteristics of Freeway and Highway Segments in San Benito County

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1]	Access Points/ Mile	Peak-Hour Volumes						Daily Volume		
					AM Peak Hour			PM Peak Hour					
					NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25													
King City Rd. to State Route 146	14.6	1	5%/2%	0.62	25	21	46	21	9	30	218	190	408
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	0.83	21	15	36	17	19	36	224	238	462
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	1.04	42	31	73	26	27	53	381	391	772
Panoche Rd. to Southside Rd. (Tres Pinos)	5.3	1	5%/2%	1.89	85	128	213	68	72	140	1,109	1,150	2,259
Southside Rd. (Tres Pinos) to Fairview Rd.	3.2	1	5%/2%	2.19	396	328	724	312	485	797	4,167	5,338	9,505
Fairview Rd. to Nash Rd./Sunnyslope Rd.[2]	2.9	1	2%/1%	3.45	817	567	1,384	760	947	1,707	9,551	9,777	19,328
Nash Rd. to Santa Ana Rd. (on Bypass)[2]	1.17	2	2%/1%	2.56	865	371	1,236	564	937	1,501	6,785	8,225	15,010
Santa Ana Rd. to San Felipe Rd./Bolsa Rd. (on Bypass)[2]	1.1	2	2%/1%	0.00	825	208	1,033	308	841	1,149	5,699	5,791	11,490
San Felipe Rd./Bolsa Rd. to State Route 156	2.7	1	2%/1%	1.85	1,108	272	1,380	435	1,057	1,492	9,067	8,967	18,034
State Route 156 to Hudner Ln.	1.1	1	2%/1%	0.26	1,235	313	1,548	543	1,222	1,765	10,725	10,548	21,273
Hudner Ln. to Shore Rd.	2.7	1	2%/1%	0.26	1,235	313	1,548	543	1,222	1,765	10,725	10,548	21,273
Shore Rd. to County Line	2.3	1	2%/1%	1.33	1,336	464	1,800	664	1,342	2,006	12,553	12,078	24,631
Route 101													
County Line to State Route 156 (east)	3.0	2	13%/11%	1.00	1,540	2,110	3,650	2,036	2,249	4,285	27,192	28,858	56,050
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0.56	1,325	1,100	2,425	1,380	1,715	3,095	20,189	20,693	40,882
State Route 129 to County Line	2.8	2	9%/11%	0.71	1,480	1,210	2,690	1,520	1,795	3,315	21,740	21,938	43,678
Route 129													
County Line to U.S. 101	2.8	1	10%/6%	1.07	332	261	593	416	327	743	4,690	4,280	8,970
Route 146													
Pinnacles Natl. Park to State Route 25	3.5	1	3%	0.86	5	8	13	15	5	20	92	94	186
Route 156													
U.S. 101 to The Alameda	3.1	2	8%/8%	1.29	429	1,100	1,529	898	700	1,598	9,119	10,817	19,936
The Alameda to Union Rd./Mitchell Rd.	4.3	1	8%/8%	1.16	464	1,043	1,507	854	730	1,584	9,055	10,815	19,870
Union Rd./Mitchell Rd. to State Route 25	4.2	1	20%/16%	0.48	279	237	516	240	415	655	4,059	4,831	8,890
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	0.53	108	246	354	251	202	453	2,807	3,320	6,127
San Felipe Rd. to County Line	4.1	1	20%/16%	0.98	168	380	548	429	280	709	4,670	4,891	9,561

Notes: [1] Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.
[2] This segment is on the State Route 25 Bypass and was not counted. Traffic count data were derived from peak-hour turning movement counts at adjacent intersections.

Table 19-11 Existing LOSs on State Freeways and Highways in San Benito County

Roadway Segment	Existing Facility Type	AM Peak Hour NB/EB		PM Peak Hour NB/EB	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	B	33.8%	B	38.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	B	35.0%	B	31.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	B	27.5%	B	22.8%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	C	47.1%	B	34.1%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway(Class I)	C	45.1 mph	D	44.8 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote 2*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote 2*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote 2*			
San Felipe Rd./Bolsa Rd. to State Route 156	Two-Lane, Two-Way Highway (Class I)	**E**	**38.4 mph**	**E**	**39.6 mph**
State Route 156 to Hudner Ln.	Two-Lane, Two-Way Highway (Class I)	**E**	**37.9 mph**	**E**	**37.8 mph**
Hudner Ln. to Shore Rd.	Two-Lane, Two-Way Highway (Class I)	**E**	**37.9 mph**	**E**	**37.8 mph**
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**E**	**37.2 mph**	**E**	**36.5 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	B	17.6	C	18.6
State Route 156 (east) to State Route 129	Freeway	A	10.9	B	16.3
State Route 129 to County Line	Freeway	B	12.1	B	14.9
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	44.8 mph	D	44.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	A	11.0	A	9.3
The Alameda to Union Rd./Mitchell Rd.	Two-Lane, Two-Way Highway (Class I)	**E**	**39.8 mph**	**E**	**39.6 mph**
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway (Class I)	C	45.9 mph	D	44.8 mph
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	48.1 mph	C	47.0 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	C	45.5 mph	D/C	45.2 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segment is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in bold.

Table 19-12 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 1

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points /Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	148	108	256	150	308	458	1,496	1,537	3,033
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	297	115	412	197	308	505	4,605	5,776	10,381
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	100%	3.45	940	853	1,793	1,255	1,399	2,654	16,615	16,815	33,430
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,715	866	2,581	1,202	1,857	3,059	20,400	21,860	42,260
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	2,039	741	2,780	1,197	2,213	3,410	23,833	23,938	47,771
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,173	933	3,106	1,296	2,267	3,563	18,513	18,443	36,956
State Route 156 to Hudner Ln.	1.1	2	2%/1%	0%	0.26	2,249	965	3,214	1,126	2,232	3,358	21,958	21,811	43,769
Hudner Ln. to Shore Rd.	2.7	2	2%/1%	0%	0.26	2,248	964	3,212	1,126	2,230	3,356	21,815	21,667	43,482
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,756	1,011	2,767	1,164	1,787	2,951	21,416	21,064	42,480
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,030	2,609	4,639	2,681	2,848	5,529	34,805	36,471	71,276
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,587	1,427	4,014	1,821	2,847	4,668	28,533	29,016	57,549
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	3,091	1,559	4,650	1,991	3,076	5,067	30,634	30,813	61,447
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	532	443	975	587	509	1,096	4,975	4,565	9,540
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	733	2,117	2,850	1,959	934	2,893	15,709	17,428	33,137
The Alameda to Union Rd.	4.3	2	8%/8%	50%	1.16	817	2,377	3,194	2,100	1,092	3,192	15,804	17,585	33,389
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	760	501	1,261	632	923	1,555	9,055	9,828	18,883
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	238	281	519	373	369	742	4,016	4,530	8,546
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	532	490	1,022	611	482	1,093	5,890	6,112	12,002

Note: [1] Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-13 2035 General Plan Buildout LOSs on State Highways - Scenario 1

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	B	49.8%	C	64.9%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway (Class I)	C	47.8 mph	C	47.0 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd./Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	22.3	C	23.2
State Route 156 to Hudner Ln.	Multi-Lane Highway	C	23.0	C	22.7
Hudner Ln. to Shore Rd.	Multi-Lane Highway	C	23.0	C	22.7
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**F**	**29.7 mph**	**F**	**28.2 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.6
State Route 156 (east) to State Route 129	Freeway	C	21.2	D	27.3
State Route 129 to County Line	Freeway	C	25.5	C	25.6
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	42.7 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	C	21.6	C	19.9
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	C	22.4	C	19.8
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway (Class I)	D	41.3 mph	**E**	**39.2 mph**
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	46.8 mph	C	45.7 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	D	43.7 mph	D	43.1 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-14 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 1 with Mitigation

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	148	108	256	150	308	458	1,492	1,532	3,024
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	298	115	413	197	308	505	4,599	5,770	10,369
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	1,104	802	1,906	1,153	1,375	2,528	15,350	15,576	30,926
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,586	901	2,487	1,184	1,619	2,803	16,947	18,383	35,330
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,664	592	2,256	904	1,621	2,525	17,072	17,142	34,214
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,324	891	3,215	1,047	2,191	3,238	22,797	22,702	45,499
State Route 156 to Hudner Ln.	1.1	2	2%/1%	0%	0.26	2,733	962	3,695	1,133	2,610	3,743	27,338	27,173	54,511
Hudner Ln. to Shore Rd.	2.7	2	2%/1%	0%	0.26	2,733	964	3,697	1,135	2,610	3,745	27,236	27,071	54,307
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,442	1,003	2,445	1,162	1,496	2,658	19,027	18,673	37,700
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,028	2,608	4,636	2,680	2,849	5,529	34,781	36,447	71,228
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,103	1,417	3,520	1,809	2,492	4,301	26,166	26,657	52,823
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,366	1,570	3,936	2,004	2,682	4,686	28,492	28,678	57,170
Route 129														
County Line to U.S. 101	2.8	1	17%13%	100%	6.07	533	383	916	596	510	1,106	4,994	4,584	9,578
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	716	1,591	2,307	1,553	911	2,464	13,214	14,925	28,139
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	795	1,624	2,419	1,663	1,065	2,728	13,421	15,195	28,616
Union Rd. to State Route 25	4.2	1	20%/16%	0%	0.48	717	445	994	566	866	1,432	8,342	9,124	17,466
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	211	277	656	374	341	715	3,681	4,197	7,878
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	400	483	883	607	429	1,036	5,868	6,089	11,957

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-15 2035 General Plan Buildout LOSs on State Highways - Scenario 1 with Mitigation

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway (Class II)	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway (Class II)	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway (Class II)	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway (Class II)	B	49.8%	C	64.9%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway (Class I)	C	47.8 mph	C	47.0 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd./Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	23.9	C	22.4
State Route 156 to Hudner Ln.	Multi-Lane Highway	D	28.1	D	26.6
Hudner Ln. to Shore Rd.	Multi-Lane Highway	D	28.1	D	26.6
Shore Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	**E**	**32.4 mph**	**E**	**30.7 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.6
State Route 156 (east) to State Route 129	Freeway	B	17.2	C	23.7
State Route 129 to County Line	Freeway	C	19.4	C	22.2
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway (Class I)	D	42.9 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway (Class II)	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	B	16.2	B	15.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	B	15.3	B	15.6
Union Rd./Mitchell Rd. to State Route 25	Multi-Lane Highway	A	7.9	A	9.3
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway (Class I)	C	46.9 mph	C	45.8 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway (Class I)	D	44.4 mph	D	43.4 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.

[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-16 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 2

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	145	106	251	147	305	452	1,472	1,512	2,984
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	292	111	403	191	301	492	4,527	5,698	10,225
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	685	737	1,422	1,060	1093	2,153	14,532	14,755	29,287
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,036	656	1,692	881	1,096	1,977	12,334	13,726	26,060
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,243	573	1,816	884	1,352	2,236	15,509	15,537	31,046
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	1,176	1,195	2,371	1,466	1,565	3,031	23,059	22,898	45,957
State Route 156 to Hudner Ln.	1.8	2	2%/1%	0%	0.26	1,297	1,643	2,940	2,018	1,884	3,902	29,485	29,250	58,735
Hudner Ln. to Shore Rd.	2.0	2	2%/1%	0%	0.26	1,086	1,126	2,212	1,402	1,391	2,793	19,491	19,277	38,768
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,812	1,096	2,908	1,290	1,841	3,131	20,409	20,110	40,519
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,021	2,602	4,623	2,674	2,839	5,513	34,657	36,318	70,975
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	2,508	1,400	3,908	1,780	2,826	4,606	27,465	27,964	55,429
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,968	1,521	4,489	1,930	3,005	4,935	29,707	29,902	59,609
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	525	498	1023	579	500	1,079	4,909	4,505	9,414
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	711	2,042	2,753	1,948	904	2,852	14,665	16,362	31,027
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	808	2,290	3,098	2,082	1,079	3,161	14,981	16,746	31,727
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	385	748	1,133	901	661	1,562	9,303	10,078	19,381
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	254	290	544	390	383	773	3,890	4,403	8,293
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	438	498	936	622	456	1,078	5,984	6,206	12,190

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-17 2035 General Plan Buildout LOSs on State Highways - Scenario 2

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway Class II	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway Class II	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway Class II	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway Class II	B	49.3%	C	64.6%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway Class I	C	48.0 mph	C	47.1 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	B	12.3	B	16.0
State Route 156 to Hudner Ln.	Multi-Lane Highway	B	16.8	C	20.5
Hudner Ln. to Shore Rd.	Multi-Lane Highway	B	11.5	B	14.3
Shore Rd. to County Line	Two-Lane, Two-Way Highway Class I	**F**	**28.5 mph**	**F**	**26.8 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.8	C	23.5
State Route 156 (east) to State Route 129	Freeway	C	20.6	D	27.1
State Route 129 to County Line	Freeway	C	24.4	C	24.9
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway Class I	D	42.5 mph	D	42.1 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway Class II	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	C	20.8	C	19.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	C	21.6	C	19.6
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway Class I	D	41.6 mph	**E**	**39.2 mph**
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway Class I	C	46.7 mph	C	45.5 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway Class I	D	44.2 mph	D	43.1 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.
[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-18 2035 General Plan Buildout Model Forecast Traffic Volumes on Freeway and Highway Segments - Scenario 2 with Mitigation

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck %[1] AM/PM	No Pass %	Access Points/Mile	Peak-Hour Volumes						Daily Volume		
						AM Peak Hour			PM Peak Hour					
						NB/EB	SB/WB	Total	NB/EB	SB/WB	Total	NB/EB	SB/WB	Total
Route 25														
King City Rd. to State Route 146	14.6	1	5%/2%	90%	0.62	267	79	346	126	90	216	1,526	1,441	2,967
State Route 146 to Old Airline Hwy.	13.2	1	5%/2%	90%	0.83	127	53	180	81	115	196	1,053	1,229	2,282
Old Airline Hwy. to Panoche Rd.	4.8	1	5%/2%	30%	1.04	253	109	362	123	163	286	1,786	2,014	3,800
Panoche Rd. to Southside Rd.	5.3	1	5%/2%	50%	1.89	145	106	251	146	304	450	1,464	1,505	2,969
Southside Rd. to Fairview Rd.	3.2	1	5%/2%	50%	2.19	291	111	402	191	301	492	4,524	5,695	10,219
Fairview Rd. to Nash/Sunnyslope	2.9	2	2%/1%	0%	3.45	1,012	730	1,742	1,058	1,257	2,315	14,174	14,400	28,574
Nash Rd. to Santa Ana Rd.	1.2	2	2%/1%	0%	2.56	1,330	629	1,959	858	1,285	2,143	13,461	14,994	28,455
Santa Ana Rd. to San Felipe Rd.	1.1	2	2%/1%	0%	0.00	1,633	553	2,186	870	1,606	2,476	17,422	17,523	34,945
San Felipe Rd. to State Route 156	2.7	2	2%/1%	0%	1.85	2,004	1,120	3,124	1,402	2,043	3,445	24,936	24,775	49,711
State Route 156 to Hudner Ln.	1.8	2	2%/1%	0%	0.26	2,210	1,314	3,524	1,705	2,370	4,075	30,496	30,351	60,847
Hudner Ln. to Shore Rd.	2.0	2	2%/1%	0%	0.26	1,780	1,003	2,783	1,313	1,956	3,269	25,319	25,168	50,487
Shore Rd. to County Line	2.3	1	2%/1%	85%	4.33	1,543	885	2,428	1,008	1,540	2,548	18,558	18,363	36,921
Route 101														
County Line to State Route 156 (east)	3.0	2	13%/11%	0%	1.00	2,025	2,600	4,625	2,672	2,841	5,513	34,713	36,378	71,091
State Route 156 (east) to State Route 129	1.8	2	9%/11%	0%	0.56	1,947	1,557	3,504	1,963	2,437	4,400	27,518	27,928	55,446
State Route 129 to County Line	2.8	2	9%/11%	0%	0.71	2,257	1,791	4,048	2,253	2,687	4,940	31,213	31,315	62,528
Route 129														
County Line to U.S. 101	2.8	1	17%/13%	100%	6.07	530	365	895	592	510	1,102	5,456	5,048	10,504
Route 146														
Pinnacles Natl. Park to State Route 25	3.5	1	3%	100%	0.86	5	8	13	15	5	20	92	94	186
Route 156														
U.S. 101 to The Alameda	3.1	2	8%/8%	0%	1.29	656	1,225	1,881	1,261	834	2,095	11,375	13,168	24,543
The Alameda to Union Rd.	4.3	2	8%/8%	0%	1.16	727	1,225	1,952	1,323	956	2,279	10,670	12,516	23,186
Union Rd. to State Route 25	4.2	1	20%/16%	70%	0.48	482	496	978	642	680	1,322	8,389	9,254	17,643
State Route 25 to San Felipe Rd.	1.9	1	20%/16%	75%	0.53	241	267	508	361	375	736	3,789	4,302	8,091
San Felipe Rd. to County Line	4.1	1	20%/16%	70%	1.98	302	499	801	625	437	1,062	5,991	6,212	12,203

Note: [1]Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Table 19-19 2035 General Plan Buildout LOSs on State Highways - Scenario 2 with Mitigation

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		LOS	PTSF/ATS/Den.[1]	LOS	PTSF/ATS/Den.[1]
Route 25					
King City Rd. to State Route 146	Two-Lane, Two-Way Highway Class II	C	69.8%	B	54.3%
State Route 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway Class II	C	57.9%	B	52.2%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway Class II	C	57.1%	B	44.5%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway Class II	B	49.3%	C	64.3%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway Class I	C	48.0 mph	C	47.1 mph
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	*See Footnote [2]*			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	*See Footnote [2]*			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	*See Footnote [2]*			
San Felipe Rd./Bolsa Rd. to State Route 156	Multi-Lane Highway	C	20.6	C	20.9
State Route 156 to Hudner Ln.	Multi-Lane Highway	C	22.6	C	24.1
Hudner Ln. to Shore Rd.	Multi-Lane Highway	C	18.2	C	19.9
Shore Rd. to County Line	Two-Lane, Two-Way Highway Class I	**E**	**32.5 mph**	**E**	**31.5 mph**
Route 101					
County Line to State Route 156 (east)	Multi-Lane Highway (~Freeway)	C	21.7	C	23.5
State Route 156 (east) to State Route 129	Freeway	B	16.0	C	23.1
State Route 129 to County Line	Freeway	C	18.5	C	22.2
Route 129					
County Line to U.S. 101	Two-Lane, Two-Way Highway Class I	D	43.0 mph	D	42.0 mph
Route 146					
Pinnacles Natl. Park to State Route 25	Two-Lane, Two-Way Highway Class II	A	27.3%	A	33.7%
Route 156					
U.S. 101 to The Alameda	Multi-Lane Highway	B	12.5	B	12.8
The Alameda to Union Rd./Mitchell Rd.	Multi-Lane Highway	B	11.5	B	12.4
Union Rd./Mitchell Rd. to State Route 25	Two-Lane, Two-Way Highway Class I	D	43.8 mph	D	41.3 mph
State Route 25 to San Felipe Rd.	Two-Lane, Two-Way Highway Class I	C	46.9 mph	C	45.7 mph
San Felipe Rd. to County Line	Two-Lane, Two-Way Highway Class I	D	44.6 mph	D	43.2 mph

Source: Appendix D.

Notes: [1]Percent time spent following (PTSF) reported for two-lane Class II highways. Average travel speed (ATS) reported for two-lane Class I highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multilane facilities, the LOS and density are reported for the direction with the highest density.
[2]This highway segments is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations and multi-lane highway LOS methodology does not apply. See intersection LOS results. Locations where the LOS standard is exceeded are denoted in **bold**.

Table 19-20 Existing Local County Roadway ADT Threshold Evaluation

Street Name	Segment Limits	Existing Thru Lanes (Both Dir)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	Existing Count ADT	Existing Exceeds Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Fairview Rd.	Union Rd. ext. to Airline Highway	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	3,410	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	2	Arterial	Urban	Highway	No	No	24,400	5,460	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	2	Arterial	Urban	Highway	No	No	24,400	7,120	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,120	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,670	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	4,100	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	6,510	No
Fallon Rd.	San Felipe Rd. to Shelton Dr.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	6,790	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,420	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Ave.	2	Collector	Rural	Rural Highway	No	No	14,300	3,480	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,840	No
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**9,470**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,000	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	500	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	7,260	No
McCloskey Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,090	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,070	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	3,680	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	6,780	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	8,140	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,710	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,530	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	13,030	No
North St.	Western Terminus to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	1,170	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	4,520	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	8,680	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	6,720	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	10,400	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	14,910	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	15,760	No

Street Name	Segment Limits	Existing Thru Lanes (Both Dir)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	Existing Count ADT	Existing Exceeds Threshold?
San Felipe Rd.	Wright Rd./McCloskey Rd. to Hwy. 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	11,290	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	35,500	9,700	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	4,920	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,070	No
San Felipe Rd.	Highway 152 to Shore Rd./Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	800	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	9,380	No
San Juan Rd./4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,000	No
San Juan Rd./4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	11,620	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	4,740	No
Santa Ana Rd.	Highway 25 Bypass to Fairview Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	5,310	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	860	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,260	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	1,680	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,530	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	490	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,010	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,330	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,210	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	10,970	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**10,190**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	1,640	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	4,420	No
Union Rd.	Airline Highway to Valley View Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	7,120	No
Union Rd.	Southside Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	Yes	12,780	8,100	No
Union Rd.	San Benito St. to Southside Rd.	2	Arterial	Rural	Arterial	No	Yes	12,780	8,800	No
Union Rd.	Cienega Rd. to San Benito St.	2	Arterial	Rural	Arterial	No	Yes	12,780	8,500	No
Union Rd.	Nothing Rd. to Cienega Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,380	No
Union Rd.	Highway 156 to Nothing Rd.	2	Arterial	Rural	Arterial	No	No	9,940	8,800	No
Westside Dr.	Nash to 4th St.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,590	No
Westside Dr.	4th St. to Buena Vista Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	2,730	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	2,970	No
Wright Rd.	Buena Vista Rd. to Highway 25	2	Collector	Rural	Arterial	No	No	9,940	1,230	No

Source: Appendix D.

Table 19-21 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 1

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast ADT	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,646	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,396	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	24,215	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	30,112	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	26,118	No
Fairview Rd.	**Fallon Rd. to McCloskey Rd.**	**2**	**Arterial**	**Rural**	**Rural Highway**	**No**	**No**	**14,300**	**15,347**	**Yes**
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	11,533	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	13,138	No
Fallon Rd.	**San Felipe Rd. to Fairview Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**14,420**	**Yes**
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	4,232	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,508	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	9,228	No
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,063**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,061	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	566	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	11,279	No
McCloskey Rd.	**San Felipe Rd. to Memorial Dr.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**19,567**	**Yes**
McCloskey Rd.	Memorial Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	13,529	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,764	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	12,502	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,496	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	10,691	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	11,677	No
Meridian St.	**Highway 25 Bypass to Clearview Dr.**	**4**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**18,720**	**20,498**	**Yes**
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	4,507	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,632	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	18,003	No
North St.	**Westside Blvd. to San Felipe Rd.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**27,979**	**Yes**
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,394	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,335	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	7,064	No
San Benito St.	**South St. to 4th St.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**No**	**No**	**11,340**	**12,407**	**Yes**
San Benito St.	**4th St. to Santa Ana Rd.**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**No**	**No**	**23,075**	**24,389**	**Yes**

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast ADT	Exceeds CEQA Threshold?
San Felipe Rd.	**Santa Ana Rd. to Hwy 25 Bypass**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**50,373**	**Yes**
San Felipe Rd.	**Wright Rd./McCloskey Rd. to Hwy 25**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**39,061**	**Yes**
San Felipe Rd.	**Fallon Rd. to Wright Rd./McCloskey Rd.**	**4**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**31,950**	**42,505**	**Yes**
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,237	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,610	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	6,308	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	14,200	No
San Juan Rd. 4th St.	**Graf Rd. to Westside Blvd.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**15,390**	**18,575**	**Yes**
San Juan Rd. 4th St.	**Westside Blvd. to San Benito St.**	**2**	**Arterial**	**Urban**	**Arterial - Class I**	**Yes**	**Yes**	**15,390**	**16,847**	**Yes**
Santa Ana Rd.	**San Felipe Rd. to Highway 25 Bypass**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,365**	**Yes**
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	21,760	No
Santa Ana Rd.	**Kane Dr. to Fairview Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**11,941**	**Yes**
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	5,207	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,288	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	3,757	No
South St.	**San Benito St. to McCray St.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**10,101**	**Yes**
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	454	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,278	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,620	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,774	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,104	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Arterial**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**15,803**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,150	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,425	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,484	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	15,427	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,613	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,470	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,433	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	12,604	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	21,704	No
Westside Blvd.	San Benito St. to Nash to Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,676	No
Westside Blvd.	**Nash Rd. to 4th St.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**19,137**	**Yes**
Westside Blvd.	**4th St. to Buena Vista Rd.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**16,989**	**Yes**
Wright Rd.	**Highway 25 to San Felipe Rd.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**Yes**	**Yes**	**12,635**	**13,040**	**Yes**
Wright Rd.	Buena Vista Rd. to Highway 25	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	5,236	No

Source: Appendix D.

Table 19-22 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation—Scenario 1 with Mitigation

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,642	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,489	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	21,639	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	29,473	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,769	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,484	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,220	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	7,022	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	5,088	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,548	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,512	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,489	No
Hillcrest Rd.	Highway 25 Bypass to Clearview Dr.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	12,627	No
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,357	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	558	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	11,259	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,488	No
McCloskey Rd.	Memorial Dr. to Fairview Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	25,273	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	12,166	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	16,921	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	15,014	No
Memorial Dr.	Santa Ana Rd. to McCloskey Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	17,412	No
Memorial Dr.	McCloskey Rd. to Fallon Rd	4	Arterial	Urban	Arterial - Class I	No	No	23,075	19,970	No
Meridian St.	San Benito St. to McCray St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	13,088	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	11,018	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	15,792	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	1,316	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,917	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	17,849	No
North St.	Westside Blvd. to San Felipe Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	18,457	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,382	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,564	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class II	No	No	9,310	6,443	No
San Benito St.	South St. to 4th St.	2	Arterial	Urban	Arterial - Class II	No	No	9,310	8,269	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	17,636	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,366	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,145	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	28,669	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,508	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,432	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	934	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	12,641	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,842	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,035	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	11,761	No
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	16,334	No
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	10,689	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	6,350	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,454	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	2,767	No
Shore Rd. Extension	U.S. 101 to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	19,332	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,403	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	456	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,272	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,612	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,840	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,272	No
Sunnyslope Rd.	El Toro Dr. to Fairview Rd.	4	Arterial	Urban	Arterial - Class II	Yes	Yes	25,920	17,555	No
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,136	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,391	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,135	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,946	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,418	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,268	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	12,622	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	11,144	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	19,822	No
Westside Blvd.	San Benito St. to Nash to Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	3,592	No
Westside Blvd.	Nash Rd. to 4th St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	21,667	No
Westside Blvd.	4th St. to Buena Vista Rd.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	22,418	No
Westside Blvd.	Buena Vista Rd. to Wright Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	30,719	No
Wright Rd.	Highway 25 to San Felipe Rd.	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	35,261	No
Wright Rd.	Buena Vista Rd. to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	35,241	No

Source: Appendix D.

Table 19-23 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 2

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,612	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	7,453	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	11,957	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	17,988	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	14,372	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	10,983	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	10,171	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	13,754	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	10,020	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,560	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,526	No
Hillcrest Rd.	**McCray St. to Highway 25 Bypass**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**9,684**	**Yes**
Hillcrest Rd.	**Highway 25 Bypass to Clearview Dr.**	**2**	**Maj. Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,489**	**Yes**
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,481	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	598	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	9,900	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	2	Collector	Rural	Rural Highway	No	No	14,300	6,697	No
McCloskey Rd.	Memorial Dr.. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	5,661	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,246	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,269	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	4,654	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	7,198	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	10,014	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,627	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	1,130	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,445	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,536	No
North St.	Westside Blvd. to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,290	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,238	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	9,388	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	3,746	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	6,540	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	16,309	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,210	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	19,091	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,890	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	6,066	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,252	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	8,558	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	11,841	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	15,001	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,071	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,947	No
Santa Ana Rd.	**Highway 25 Bypass to Kane Dr.**	**2**	**Collector**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**12,396**	**Yes**
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,764	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	932	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,216	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	3,236	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,708	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	440	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,232	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,580	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,435	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	11,453	No
Sunnyslope Rd.	**El Toro Dr. to Fairview Rd.**	**2**	**Arterial**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**13,359**	**Yes**
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	4,986	No
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	8,190	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	7,659	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	15,038	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Rural	Arterial	No	Yes	12,780	11,736	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,599	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Rural	Arterial	No	Yes	12,780	10,722	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	No	No	14,300	10,761	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	20,121	No
Westside Blvd.	**Nash to 4th St.**	**2**	**Collector (Hol)**	**Urban**	**Arterial - Class II**	**No**	**No**	**9,310**	**17,188**	**Yes**
Westside Blvd.	4th St. to Buena Viasta Rd.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	8,836	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	6,138	No

Source: Appendix D.

Table 19-24 2035 General Plan Buildout Local County Roadway ADT Threshold Evaluation - Scenario 2 with Mitigation

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
Cienega Rd.	Union Rd. to Hospital Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,604	No
Fairview Rd.	Union Rd ext. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	8,232	No
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	10,633	No
Fairview Rd.	Meridian St. to Hillcrest Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,710	No
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	10,131	No
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	6,294	No
Fairview Rd.	Highway 156 to Orchard Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,387	No
Fairview Rd.	San Felipe Rd. to Highway 156	2	Arterial	Rural	Rural Highway	No	No	14,300	9,037	No
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	9,979	No
Fallon Rd.	Shelton Dr. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	2,581	No
Frazier Lake Rd.	Shore Rd. to Bloomfield Av.	2	Collector	Rural	Rural Highway	No	No	14,300	3,512	No
Hillcrest Rd.	McCray St. to Highway 25 Bypass	4	Maj. Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	9,910	No
Hillcrest Rd.	Highway 25 Bypass to Clearview Dr.	4	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	13,555	No
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	5,431	No
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	Rural	Arterial	No	No	9,940	598	No
Ladd Ln.	Southside Rd. to Nash Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	9,890	No
McCloskey Rd.	San Felipe Rd. to Memorial Dr.	2	Collector	Rural	Rural Highway	No	No	14,300	7,087	No
McCloskey Rd.	Memorial Dr.. to Fairview Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	6,089	No
Memorial Dr.	Sunnyslope to Hillcrest Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	8,144	No
Memorial Dr.	Hillcrest Rd. to Meridian St.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	5,293	No
Memorial Dr.	Meridian St. to Santa Ana Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	2,680	No
Meridian St.	San Benito St. to McCray St.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	6,366	No
Meridian St.	McCray St. to Highway 25 Bypass	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	9,055	No
Meridian St.	Highway 25 Bypass to Clearview Dr.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	10,196	No
Meridian St.	Clearview Dr. to Fairview Rd.	4	Collector (Hol)	Urban	Arterial - Class II	No	No	18,720	721	No
Mitchell Rd.	Freitas Rd. to Highway 156	2	Collector	Rural	Rural Highway	No	No	14,300	2,460	No
Nash Rd.	San Benito St. to Rancho Dr.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	13,769	No
Nash Rd.	Rancho Dr. to Airline Highway	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	16,568	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
North St.	Westside Blvd. to San Felipe Rd.	2	Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	7,762	No
Ridgemark Dr.	Airline Highway to Joes Ln.	2	Collector	Rural	Arterial	No	No	9,940	5,232	No
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	10,134	No
San Benito St.	Nash Rd. to South St.	2	Arterial	Urban	Arterial - Class I	No	No	11,340	4,222	No
San Benito St.	South St. to 4th St.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	6,578	No
San Benito St.	4th St. to Santa Ana Rd.	4	Arterial	Urban	Arterial - Class I	No	No	23,075	17,125	No
San Felipe Rd.	Santa Ana Rd. to Hwy 25 Bypass	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	27,473	No
San Felipe Rd.	Wright Rd./McCloskey Rd. to Highway 25	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	19,290	No
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	14,853	No
San Felipe Rd.	Highway 156 to Fallon Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	5,854	No
San Felipe Rd.	Shore Rd./Fairview Rd. to Highway 156	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	3,080	No
San Felipe Rd.	Highway 152 to Shore Rd./ Fairview Rd.	2	Collector	Rural	Rural Highway	Yes	Yes	14,300	1,934	No
San Juan Rd.	Highway 156 to Graf Rd.	2	Arterial	Rural	Rural Highway	Yes	Yes	14,300	12,228	No
San Juan Rd. 4th St.	Graf Rd. to Westside Blvd.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,954	No
San Juan Rd. 4th St.	Westside Blvd. to San Benito St.	2	Arterial	Urban	Arterial - Class I	Yes	Yes	15,390	14,054	No
Santa Ana Rd.	San Felipe Rd. to Highway 25 Bypass	2	Collector	Urban	Arterial - Class II	No	No	9,310	7,882	No
Santa Ana Rd.	Highway 25 Bypass to Kane Dr.	4	Collector	Urban	Arterial - Class II	Yes	Yes	25,920	13,777	No
Santa Ana Rd.	Kane Dr. to Fairview Rd.	2	Collector	Urban	Arterial - Class II	Yes	Yes	12,635	11,118	No
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	Rural	Rural Highway	No	No	14,300	945	No
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	7,954	No
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	Rural	Rural Highway	No	No	14,300	5,223	No
Shore Rd. Extension	U.S. 101 to Highway 25	4	Arterial	Rural	Rural Highway	Yes	Yes	51,000	28,909	No
South St.	San Benito St. to McCray St.	2	Maj. Collector (Hol)	Urban	Arterial - Class II	No	No	9,310	8,394	No
Southside Rd.	Thomas Rd. to Airline Highway	2	Arterial	Rural	Arterial	No	No	9,940	440	No
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	Rural	Arterial	No	No	9,940	3,226	No
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	Rural	Arterial	No	No	9,940	3,572	No
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	Rural	Arterial	No	No	9,940	2,436	No
Sunnyslope Rd.	Airline Highway to El Toro Dr.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,510	No
Sunnyslope Rd.	El Toro Dr. to Fairview Rd.	4	Arterial	Urban	Arterial - Class II	No	No	18,720	15,537	No
The Alameda	Highway 156 to San Juan Hollister Rd.	2	Arterial	Rural	Arterial	No	No	9,940	5,030	No

Street Name	Segment Limits	G.P. Thru Lanes (Both Dir.)	Local Classification	Area Type	Facility Type	Median	Left Turn Lanes	LOS D ADT	G.P. Forecast (ADT)	Exceeds CEQA Threshold?
The Alameda	Franklin St. to Highway 156	2	Arterial	Rural	Arterial	No	No	9,940	7,164	No
Union Rd.	Valley View Rd. to Fairview Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	6,052	No
Union Rd.	Airline Highway to Valley View Rd.	4	Arterial	Urban	Arterial - Class I	Yes	Yes	31,950	13,367	No
Union Rd.	Southside Rd. to Airline Highway	4	Arterial	Rural	Arterial	No	Yes	12,780	11,453	No
Union Rd.	San Benito St. to Southside Rd.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,295	No
Union Rd.	Cienega Rd. to San Benito St.	4	Arterial	Rural	Arterial	No	Yes	12,780	11,251	No
Union Rd.	Nothing Rd. to Cienega Rd.	4	Arterial	Rural	Rural Highway	No	No	14,300	9,859	No
Union Rd.	Highway 156 to Nothing Rd.	4	Arterial	Rural	Arterial	Yes	Yes	27,360	18,747	No
Westside Blvd.	Nash to 4th St.	4	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	25,920	19,037	No
Westside Blvd.	4th St. to Buena Viasta Rd.	2	Collector (Hol)	Urban	Arterial - Class II	Yes	Yes	12,635	8,891	No
Wright Rd.	Highway 25 to San Felipe Rd.	2	Collector	Urban	Arterial - Class II	No	No	9,310	6,343	No

Source: Appendix D.

Table 19-25 2035 General Plan Buildout Intersection LOSs Summary - Scenario 1

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./Fairview Rd.	All-Way Stop	Signal	AM	5/12/ 2011	No	8.7	A	**Yes**	11.1	B	2.4
				PM	5/12/ 2011	No	11.4	B	**Yes**	21.6	C	10.2
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	19.4	B	0.4
				PM	5/12/ 2011	--	20.6	C	--	31.9	C	11.3
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	8.5	A	-36.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	21.7	C	-21.1
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	19.4	B	1.8
				PM	5/12/ 2011	--	19.5	B	--	21.4	C	1.9
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	43.4	D	18.6
				PM	5/11/ 2011	--	22.7	C	--	40.1	D	17.4
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	17.4	C	5.5
				PM	5/5/ 2011	No	13.5	B	No	22.2	C	8.7
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	22.5	C	8.4
				PM	11/08/11	--	17.1	B	--	24.4	C	7.3
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	10.8	B	-2.4
				PM	5/5/ 2011	No	13.2	B	No	19.6	C	6.4
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	**100.6**	**F**	**79.1**
				PM	10/26/11	--	24.1	C	--	**183.6**	**F**	**159.5**
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	18.0	B	-2.2
				PM	05/12/10	No	14.6	B	**Yes**	29.8	C	15.2
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	**159.2**	**F**	**143.9**
				PM	5/12/ 2011	--	14.8	B	--	**186.8**	**F**	**172.0**
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	**81.3**	**F**	**54.0**
				PM	10/25/11	--	23.3	C	--	**71.7**	**E**	**48.4**
13	Westside Blvd. and 4th St/San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	36.3	D	14.4
				PM	10/26/11	--	23.1	C	--	44.2	D	21.1
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	35.8	D	15.9
				PM	11/01/11	--	20.4	C	--	42.8	D	22.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	20.3	C	6.2
				PM	5/11/ 2011	--	12.8	B	--	16.3	B	3.5
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.9	B	0.7
				PM	10/02/03	--	18.5	B	--	21.9	C	3.4
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	24.5	C	3.1
				PM	06/08/10	--	32.5	C	--	34.9	C	2.4
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	17.9	B	-10.3
				PM	05/26/10	No	13.1	B	**Yes**	19.8	B	6.7
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	40.8	D	19.0
				PM	05/18/10	No	16.6	C	**Yes**	29.6	C	13.0
20	Union Rd./Mitchell Rd and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	**92.1**	**F**	**36.2**
				PM	5/11/ 2011	--	40.1	D	--	**70.4**	**E**	**30.3**
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	37.0	D	17.9
				PM	5/11/ 2011	--	20.2	C	--	50.2	D	30.0
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	31.0	C	-1.4
				PM	05/03/07	--	35.7	D	--	35.0	D	-0.7
23	State Route 25/Airline Hwy. and Sunnyslope Rd./ Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.3	C	1.2
				PM	06/09/10	--	22.3	C	--	24.2	C	1.9
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.4	B	0.7
				PM	10/27/11	--	20.3	C	--	21.9	C	1.6
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	11.0	B	8.0
				PM	--[3]	--	--[3]	--[3]	--	18.2	B	15.2
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	13.0	B	0.3
				PM	03/04/09	--	12.0	B	--	12.4	B	0.4
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	32.4	C	-1.5
				PM	05/13/10	--	24.0	C	--	30.5	C	6.5
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	20.3	C	8.8
				PM	05/12/10	No	12.9	B	**Yes**	20.8	C	7.9

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	B	0.2
				PM	06/10/09	No	10.9	B	No	11.4	B	0.5
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	**67.1**	**E**	**27.0**
				PM	5/12/ 2011	--	40.6	D	--	**105.4**	**F**	**64.8**
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.5	B	0.3
				PM	11/08/11	--	9.2	A	--	12.3	B	3.1
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	41.1	D	20.8
				PM	5/12/ 2011	--	24.0	C	--	**66.0**	**E**	**42.0**

Source: Appendix D.

Notes: [1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.

[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.

[3]Future intersection.

[4]Signal warrant analysis only applies to unsignalized intersections.

Entries denoted in bold indicate conditions that exceed the current LOS standard. Entries denoted in underlined indicate significant impact.

Table 19-26 2035 General Plan Buildout Intersection LOSs Summary - Scenario 1 with Mitigation

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./Fairview Rd.	All-Way Stop	Signal	AM	5/12/ 2011	No	8.7	A	**Yes**	22.8	C	14.1
				PM	5/12/ 2011	No	11.4	B	**Yes**	30.0	C	18.6
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	20.5	C	1.5
				PM	5/12/ 2011	--	20.6	C	--	29.0	C	8.4
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	34.5	C	-10.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	44.0	D	1.2
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	27.7	C	10.1
				PM	5/12/ 2011	--	19.5	B	--	23.3	C	3.8
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	32.4	C	7.6
				PM	5/11/ 2011	--	22.7	C	--	31.3	C	8.6
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	17.5	C	5.6
				PM	5/5/ 2011	No	13.5	B	No	21.3	C	7.8
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.9	B	0.8
				PM	11/08/11	--	17.1	B	--	18.5	B	1.4
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	15.8	C	2.6
				PM	5/5/ 2011	No	13.2	B	No	16.4	C	3.2
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	48.4	D	26.9
				PM	10/26/11	--	24.1	C	--	36.4	D	12.3
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	11.7	B	-8.5
				PM	05/12/10	No	14.6	B	**Yes**	16.9	B	2.3
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	32.8	C	17.5
				PM	5/12/ 2011	--	14.8	B	--	44.5	D	29.7
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	48.1	D	20.8
				PM	10/25/11	--	23.3	C	--	49.5	D	26.2
13	Westside Blvd. and 4th St/San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	38.0	D	16.1
				PM	10/26/11	--	23.1	C	--	42.4	D	19.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	25.6	C	5.7
				PM	11/01/11	--	20.4	C	--	31.3	C	10.9
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	15.8	B	1.7
				PM	5/11/ 2011	--	12.8	B	--	17.8	B	5.0
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.3	B	0.1
				PM	10/02/03	--	18.5	B	--	19.2	B	0.7
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	23.4	C	2.0
				PM	06/08/10	--	32.5	C	--	34.0	C	1.5
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	23.2	C	-5.0
				PM	05/26/10	No	13.1	B	**Yes**	23.1	C	10.0

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	22.6	C	0.8
				PM	05/18/10	No	16.6	C	**Yes**	22.1	C	5.5
20	Union Rd./Mitchell Rd and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	34.3	C	-21.6
				PM	5/11/ 2011	--	40.1	D	--	38.0	D	-2.1
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	26.0	C	6.9
				PM	5/11/ 2011	--	20.2	C	--	30.4	C	10.2
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	31.1	C	-1.3
				PM	05/03/07	--	35.7	D	--	35.6	D	-0.1
23	State Route 25/Airline Hwy. and Sunnyslope Rd./ Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.5	C	1.4
				PM	06/09/10	--	22.3	C	--	24.3	C	2.0
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	20.3	C	1.6
				PM	10/27/11	--	20.3	C	--	24.1	C	3.8
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	9.3	A	6.3
				PM	--[3]	--	--[3]	--[3]	--	17.3	B	14.3
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.3	B	-0.4
				PM	03/04/09	--	12.0	B	--	12.6	B	0.6
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	25.6	C	-8.3
				PM	05/13/10	--	24.0	C	--	28.9	C	4.9
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	21.9	C	10.4
				PM	05/12/10	No	12.9	B	**Yes**	21.7	C	8.8
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	B	0.2
				PM	06/10/09	No	10.9	B	No	11.4	B	0.5
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	28.2	C	-11.9
				PM	5/12/ 2011	--	40.6	D	--	41.8	D	1.2
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	11.2	B	1.0
				PM	11/08/11	--	9.2	A	--	12.5	B	3.3
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	24.7	C	4.4
				PM	5/12/ 2011	--	24.0	C	--	28.6	C	4.6

Source: Appendix D.

Notes: [1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.

[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.

[3]Future intersection.

[4]Signal warrant analysis only applies to unsignalized intersections.

Entries denoted in **bold** indicate conditions that exceed the current LOS standard. Entries denoted in **underlined** indicate significant impact.

Table 19-27 2035 General Plan Buildout Intersection LOSs Summary - Scenario 2

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./ Fairview Rd.	All-Way Stop	All-Way Stop	AM	5/12/ 2011	No	8.7	A	**Yes**	12.5	B	3.8
				PM	5/12/ 2011	No	11.4	B	**Yes**	21.5	C	10.1
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	23.4	C	4.4
				PM	5/12/ 2011	--	20.6	C	--	42.5	D	21.9
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	36.5	D	-8.4
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	35.7	D	-7.1
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	23.3	C	5.7
				PM	5/12/ 2011	--	19.5	B	--	21.0	C	1.5
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	19.7	B	-5.1
				PM	5/11/ 2011	--	22.7	C	--	44.2	D	21.5
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	18.4	C	6.5
				PM	5/5/ 2011	No	13.5	B	No	18.6	C	5.1
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.7	B	0.6
				PM	11/08/11	--	17.1	B	--	18.9	B	1.8
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	16.9	C	3.7
				PM	5/5/ 2011	No	13.2	B	No	17.0	C	3.8
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	24.5	C	3.0
				PM	10/26/11	--	24.1	C	--	28.7	C	4.6
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	12.1	B	-8.1
				PM	05/12/10	No	14.6	B	**Yes**	13.6	B	-1.0
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	25.7	C	10.4
				PM	5/12/ 2011	--	14.8	B	--	26.8	C	12.0
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	26.6	C	-0.7
				PM	10/25/11	--	23.3	C	--	26.8	C	3.5
13	Westside Blvd. and 4th St./San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	28.9	C	7.0
				PM	10/26/11	--	23.1	C	--	32.4	C	9.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	20.8	C	0.9
				PM	11/01/11	--	20.4	C	--	21.3	C	0.9
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	23.4	C	9.3
				PM	5/11/ 2011	--	12.8	B	--	20.7	C	7.9
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.7	B	0.5
				PM	10/02/03	--	18.5	B	--	19.9	B	1.4
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	21.8	C	0.4
				PM	06/08/10	--	32.5	C	--	32.8	C	0.3
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	16.4	B	-11.8
				PM	05/26/10	No	13.1	B	**Yes**	17.0	B	3.9
		One-Way	Signal	AM	05/18/10	No	21.8	C	**Yes**	19.4	B	-2.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	Stop		PM	05/18/10	No	16.6	C	**Yes**	19.2	B	2.6
20	Union Rd./Mitchell Rd. and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	**75.7**	**E**	**19.8**
				PM	5/11/ 2011	--	40.1	D	--	32.4	C	-7.7
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	33.4	C	14.3
				PM	5/11/ 2011	--	20.2	C	--	44.6	D	24.4
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	28.8	C	-3.6
				PM	05/03/07	--	35.7	D	--	31.7	C	-4.0
23	State Route 25/Airline Hwy. and Sunnyslope Rd./Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.3	C	1.2
				PM	06/09/10	--	22.3	C	--	22.9	C	0.6
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.5	B	0.8
				PM	10/27/11	--	20.3	C	--	21.9	C	1.6
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	10.4	B	7.4
				PM	--[3]	--	--[3]	--[3]	--	14.7	B	11.7
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.4	B	-0.3
				PM	03/04/09	--	12.0	B	--	11.9	B	-0.1
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	20.7	C	-13.2
				PM	05/13/10	--	24.0	C	--	19.4	B	-4.6
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	19.9	B	8.4
				PM	05/12/10	No	12.9	B	**Yes**	19.5	B	6.6
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	A	0.2
				PM	06/10/09	No	10.9	B	No	11.3	B	0.4
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	42.2	D	2.1
				PM	5/12/ 2011	--	40.6	D	--	**58.3**	**E**	**17.7**
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.7	B	0.5
				PM	11/08/11	--	9.2	A	--	10.6	B	1.4
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	19.5	B	-0.8
				PM	5/12/ 2011	--	24.0	C	--	30.2	C	6.2

Source: Appendix D.

Notes:
[1]The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represents the average delay for all intersection approaches. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the worst-case stop-controlled approach.
[2]Intersection is oversaturated and delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized LOS methodology.
[3]Future intersection.
[4]Signal warrant analysis only applies to unsignalized intersections.
Entries denoted in bold indicate conditions that exceed the current LOS standard. Entries denoted in underlined indicate significant impact.

Table 19-28 2035 General Plan Buildout Intersection LOSs Summary - Scenario 2 with Mitigation

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
1	San Felipe Rd. and Shore Rd./ Fairview Rd.	All-Way Stop	All-Way Stop	AM	5/12/ 2011	No	8.7	A	No	11.1	B	2.4
				PM	5/12/ 2011	No	11.4	B	No	35.0	D	23.6
2	State Route 156 and Fairview Rd.	Signal	Signal	AM	5/12/ 2011	--	19.0	B	--	26.5	C	7.5
				PM	5/12/ 2011	--	20.6	C	--	31.3	C	10.7
3	State Route 25 and Shore Rd.	One-Way Stop	Signal	AM	5/11/ 2011	No	**44.9**	**E**	**Yes**	23.0	C	-21.9
				PM	5/11/ 2011	No	**42.8**	**E**	**Yes**	47.3	D	4.5
4	San Felipe Rd. and State Route 156	Signal	Signal	AM	5/12/ 2011	--	17.6	B	--	17.9	B	0.3
				PM	5/12/ 2011	--	19.5	B	--	19.9	B	0.4
5	State Route 25 and State Route 156	Signal	Signal	AM	5/11/ 2011	--	24.8	C	--	32.2	C	7.4
				PM	5/11/ 2011	--	22.7	C	--	40.6	D	17.9
6	U.S. 101 SB Ramps and State Route 129	All-Way Stop	All-Way Stop	AM	5/5/ 2011	No	11.9	B	No	18.5	C	6.6
				PM	5/5/ 2011	No	13.5	B	**Yes**	26.6	D	13.1
7	San Felipe Rd. and Fallon Rd.	Signal	Signal	AM	11/08/11	--	14.1	B	--	14.6	B	0.5
				PM	11/08/11	--	17.1	B	--	18.7	B	1.6
8	U.S. 101 NB Ramps and State Route 129	One-Way Stop	One-Way Stop	AM	5/5/ 2011	No	13.2	B	No	13.5	B	0.3
				PM	5/5/ 2011	No	13.2	B	No	16.7	C	3.5
9	San Felipe Rd. and McCloskey Rd./ Wright Rd.	Signal	Signal	AM	10/26/11	--	21.5	C	--	22.7	C	1.2
				PM	10/26/11	--	24.1	C	--	29.3	C	5.2
10	Fairview Rd. and McCloskey Rd.	One-Way Stop	Signal	AM	05/12/10	No	20.2	C	**Yes**	12.4	B	-7.8
				PM	05/12/10	No	14.6	B	**Yes**	12.1	B	-2.5
11	San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	Signal	AM	5/12/ 2011	--	15.3	B	--	29.7	C	14.4
				PM	5/12/ 2011	--	14.8	B	--	27.9	C	13.1
12	State Route 25 and Santa Ana Rd.	Signal	Signal	AM	10/25/11	--	27.3	C	--	41.5	D	14.2
				PM	10/25/11	--	23.3	C	--	30.3	C	7.0
13	Westside Blvd. and 4th St./San Juan Rd.	Signal	Signal	AM	10/26/11	--	21.9	C	--	32.3	C	10.4
				PM	10/26/11	--	23.1	C	--	40.4	D	17.3
14	State Route 25 and Meridian St.	Signal	Signal	AM	11/01/11	--	19.9	B	--	22.8	C	2.9
				PM	11/01/11	--	20.4	C	--	22.4	C	2.0
15	State Route 156 and San Juan Rd. (Bus. 156)	Signal	Signal	AM	5/11/ 2011	--	14.1	B	--	14.4	B	0.3
				PM	5/11/ 2011	--	12.8	B	--	15.5	B	2.7
16	San Benito St. and South St.	Signal	Signal	AM	05/16/07	--	18.2	B	--	18.7	B	0.5
				PM	10/02/03	--	18.5	B	--	20.5	C	2.0
17	State Route 25 and Hillcrest Rd.	Signal	Signal	AM	06/08/10	--	21.4	C	--	23.7	C	2.3
				PM	06/08/10	--	32.5	C	--	29.2	C	-3.3
18	Memorial Dr. and Hillcrest Rd.	All-Way Stop	Signal	AM	05/26/10	No	28.2	D	**Yes**	16.7	B	-11.5
				PM	05/26/10	No	13.1	B	**Yes**	17.5	B	4.4

#	Intersection	Existing Control	G.P. Control	Peak Hour	Count Date	Existing			General Plan Build Out			
						Warrant Met?[4]	Avg. Delay[1]	LOS	Warrant Met?[4]	Avg. Delay[1]	LOS	Δ in Delay
19	Fairview Rd. and Hillcrest Rd.	One-Way Stop	Signal	AM	05/18/10	No	21.8	C	**Yes**	19.4	B	-2.4
				PM	05/18/10	No	16.6	C	**Yes**	20.0	B	3.4
20	Union Rd./Mitchell Rd. and State Route 156	Signal	Signal	AM	5/11/ 2011	--	**55.9**	**E**	--	26.9	C	-29.0
				PM	5/11/ 2011	--	40.1	D	--	23.4	C	-16.7
21	The Alameda and State Route 156	Signal	Signal	AM	5/11/ 2011	--	19.1	B	--	22.0	C	2.9
				PM	5/11/ 2011	--	20.2	C	--	24.1	C	3.9
22	San Benito St. and Nash Rd.	Signal	Signal	AM	05/03/07	--	32.4	C	--	29.7	C	-2.7
				PM	05/03/07	--	35.7	D	--	32.7	C	-3.0
23	State Route 25/Airline Hwy. and Sunnyslope Rd./Tres Pinos Rd.	Signal	Signal	AM	06/09/10	--	19.1	B	--	20.2	C	1.1
				PM	06/09/10	--	22.3	C	--	23.7	C	1.4
24	Memorial Dr. and Sunnyslope Rd.	Signal	Signal	AM	10/27/11	--	18.7	B	--	19.5	B	0.8
				PM	10/27/11	--	20.3	C	--	22.1	C	1.8
25	Fairview Rd. and Union Rd. Ext.	Future Signal	Signal	AM	--[3]	--	--[3]	--[3]	--	9.7	A	6.7
				PM	--[3]	--	--[3]	--[3]	--	14.4	B	11.4
26	San Benito St. and Union Rd.	Signal	Signal	AM	03/04/09	--	12.7	B	--	12.6	B	-0.1
				PM	03/04/09	--	12.0	B	--	12.1	B	0.1
27	State Route 25/Airline Hwy. and Union Rd.	Signal	Signal	AM	05/13/10	--	33.9	C	--	20.0	B	-13.9
				PM	05/13/10	--	24.0	C	--	19.2	B	-4.8
28	Fairview Rd./Ridgemark Dr. and State Route 25/ Airline Hwy.	All-Way Stop	Signal	AM	05/12/10	No	11.5	B	**Yes**	19.1	B	7.6
				PM	05/12/10	No	12.9	B	**Yes**	18.5	B	5.6
29	State Route 25/Airline Hwy. and Southside Rd.	One-Way Stop	One-Way Stop	AM	06/10/09	No	9.8	A	No	10.0	A	0.2
				PM	06/10/09	No	10.9	B	No	11.3	B	0.4
30	San Benito St. and 4th St.	Signal	Signal	AM	5/12/ 2011	--	40.1	D	--	44.2	D	4.1
				PM	5/12/ 2011	--	40.6	D	--	48.4	D	7.8
31	State Route 25 and East Park St.	Signal	Signal	AM	11/08/11	--	10.2	B	--	10.3	B	0.1
				PM	11/08/11	--	9.2	A	--	11.2	B	2.0
32	San Felipe Rd. and State Route 25	Signal	Signal	AM	5/12/ 2011	--	20.3	C	--	26.1	C	5.8
				PM	5/12/ 2011	--	24.0	C	--	34.0	C	10.0

Source: Appendix D

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