3.13 Traffic and Circulation

INTRODUCTION

This section of the EIR examines potential traffic and circulation impacts resulting from the proposed project based on the traffic impact analysis for the project prepared by Hexagon Transportation Consultants, dated August 8, 2008, as supplemented on March 3, 2010. This analysis was prepared on behalf of the project applicant, in consultation with the County of San Benito Public Works Department and Planning Department. The analysis was peer reviewed on behalf of the County by the traffic engineering firm of Hatch Mott MacDonald (formerly Higgins Associates). The traffic impact analysis and peer review documentation are attached as **Appendix H** of this EIR.

3.13.1 EXISTING SETTING

ROADWAY NETWORK

Regional access to the project site is provided by State Routes 25, 156, 129 and 101. Local access is provided by Fairview Road, McCloskey Road, Santa Ana Road, Hillcrest Road, Sunnyslope Road, and other local streets. These facilities are described below and shown on **Figure 13.3-1.**

State Route 25 is a two-lane highway that carries regional traffic between Gilroy and Hollister. This route begins at its junction with Highway 101 in Gilroy and extends south through Hollister towards Paicines.

State Route 156 is a two-lane highway that carries regional traffic between Highway 101 and Highway 152. Route 156 is a major roadway for trucks traveling between Highway 101 and Interstate 5. The section between Highway 152 and San Juan Bautista, which passes through Hollister is a two-lane highway. Between San Juan Bautista and US 101, SR 156 is a four-lane divided highway.

State Route 129 is a two-lane highway that carries regional traffic between Highway 1 and Highway 101. Route 129 begins at its junction with Highway 101 and extends through Aromas and into Watsonville to Highway 1.

State Route 101 is a four-lane highway (within the San Benito County Corridor) that serves as a transportation vein, providing access to Highway 25, Highway 156 and Highway 129. The 101 corridor within the County begins south of Highway 25 at Gilroy and provides access to residents through route 129 to Watsonville and through route 156 to San Juan Bautista and to route 152.

Fairview Road is a two-lane north-south collector that is situated on the eastern edge of Hollister. Fairview Road provides access to Airline Highway to the south and SR 156 to the north. Fairview Road forms the western boundary of the project site and will provide access to the site. Additional access to the project site will be provided from Fairview Road by Hillcrest Road and Sunnyslope Road.

McCloskey Road is a two-lane east-west collector that is situated on the northern edge of unincorporated County land near Hollister. McCloskey Road provides access to San Felipe Road and SR 25 to the west and to Fairview Road to the east.

Santa Ana Road is a two-lane east-west collector that extends between Fairview Road and San Benito Street/San Felipe Road, and also intersects with the recently completed SR 25 bypass.

Hillcrest Road is an east-west minor arterial composed of a three-lane roadway segment (two eastbound lanes and one westbound lane) from McCray Street, through the fully signalized intersection with the recently completed SR 25 bypass as it continues to Memorial Drive, and a two-lane roadway segment from Memorial Drive to Fairview Road, where it terminates. West of McCray Street, Hillcrest Road becomes South Street. As part of the proposed project, Hillcrest Road will be extended into the project site.

Sunnyslope Road is an east-west arterial that extends from Fairview Road to the southern terminus of the recently completed SR 25 bypass at its common intersection with Airline Highway, where it becomes Tres Pinos Road. Between Fairview Road and El Toro Drive, Sunnyslope Road is a two-lane roadway, and between El Toro Drive and the intersections with SR 25 bypass and Airline Highway, it is a four-lane roadway. As part of the proposed project, Sunnyslope Road will be extended into the project site.

San Benito Street is a two-lane north-south arterial that makes a transition from San Felipe Road in the northern part of Hollister and extends southward through downtown Hollister to Union Road. Although San Benito Street is currently still designated as State Highway 25 through downtown Hollister, it will soon serve only as a "business loop" with the majority of through traffic utilizing the recently completed "bypass."

McCray Street is a two- to four-lane arterial that is aligned in a northwesterly-southeasterly orientation. McCray Street begins at Santa Anna Road and extends southeasterly, roughly following the Southern Pacific railroad tracks, to Tres Pinos Road/Sunnyslope Road where it becomes Airline Highway.

Memorial Drive is a two- to four-lane north-south arterial that begins at Meridian Street and extends southward beyond Sunset Drive.

Meridian Street is a four-lane east-west arterial that extends from San Benito Street eastward to Clearview Drive, where it currently terminates.

Union Road is a two-lane roadway in south Hollister that extends from Highway 156 to beyond Airline Highway, where it terminates.

Airline Highway is a two- to four-lane arterial roadway that runs through Hollister. Airline Highway begins at Tres Pinos Road/Sunnyslope Road where it becomes McCray Street. Airline Highway also comprises a segment of State Highway 25 in the southern part of Hollister.

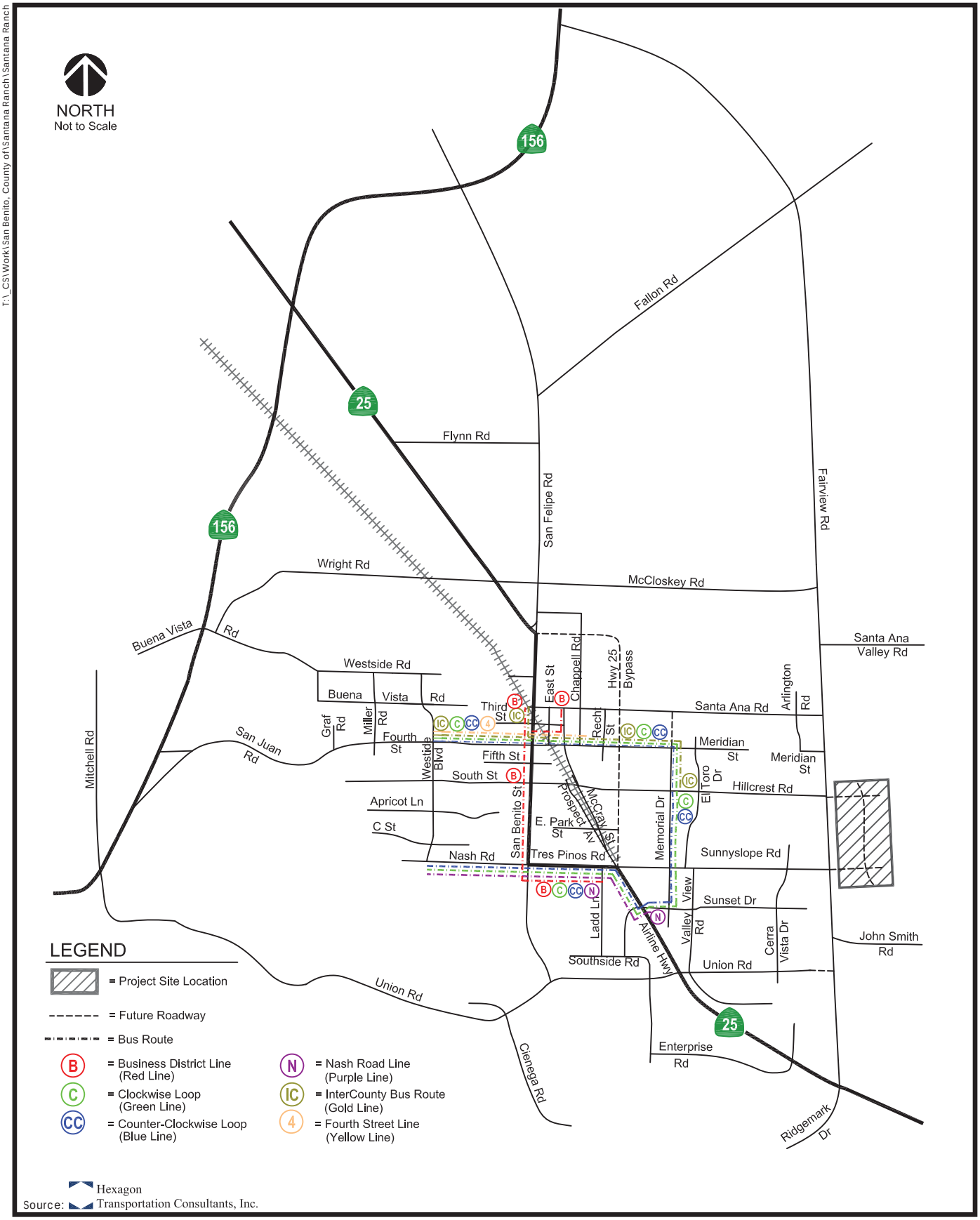

Figure 3.13-1

Existing Roadways and Transit Services

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Intersections and Roadway Segments

The study intersections and roadway segments were selected for evaluation by the project traffic engineer, in consultation with the County of San Benito Public Works Department, and based on the San Benito County/Hollister travel demand model. Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak traffic hour generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour typically falls within the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average day. The study intersections and roadways include:

1) Airline Highway and Sunset Drive
2) Airline Highway and Union Road
3) Cienega Road and Union Road
4) East Street and Fourth Street
5) Fairview Road/Ridgemark Drive and Airline Highway
6) Fairview Road and Fallon Road
7) Fairview Road and Hillcrest Road
8) Fairview Road and John Smith Road
9) Fairview Road and McCloskey Road
10) Fairview Road and Meridian Street
11) Fairview Road and Santa Ana Road
12) Fairview Road and Santa Ana Valley Road
13) Fairview Road and Sunnyslope Road
14) Highway 156 and Fairview Road
15) Highway 25 and Highway156
16) Highway 25 and Wright Road
17) Ladd Lane and Tres Pinos Road
18) McCray Street/Highway 25 Bypass and Sunnyslope Road/Tres Pinos Road
19) Memorial Drive and Hillcrest Road
20) Memorial Drive and Meridian Street
21) McCray Street and Fourth Street/Meridian Street
22) McCray Street and Hillcrest Road
23) McCray Street/Rustic Street and Santa Ana Road
24) Memorial Drive and Sunnyslope Road
25) San Benito Street and Fourth Street
26) San Benito Street and Nash Road
27) San Benito Street and South Street
28) San Benito Street and Union Road
29) San Benito Street/San Felipe Road and Santa Ana Road/North Street
30) San Felipe Road and Bolsa Road/Highway 25 Bypass
31) San Felipe Road and McCloskey Road/Wright Road
32) Union Road/Mitchell Road and Highway 156
33) Valley View Road and Sunnyslope Road
34) Westside Boulevard and Fourth Street/San Juan Road
35) Westside Boulevard and Nash Road
36) Fairview Road and Union Road (future intersection)
37) Highway 25 Bypass and East Park Street
38) Highway 25 Bypass and Hillcrest Road
39) Highway 25 Bypass and Meridian Street
40) Highway 25 Bypass and Santa Ana Road
41) Memorial Drive extension and Santa Ana Road

Highway Segments

1) SR 25 – Between US 101 and SR 156
2) SR 156 – Between the Alameda and Union Road

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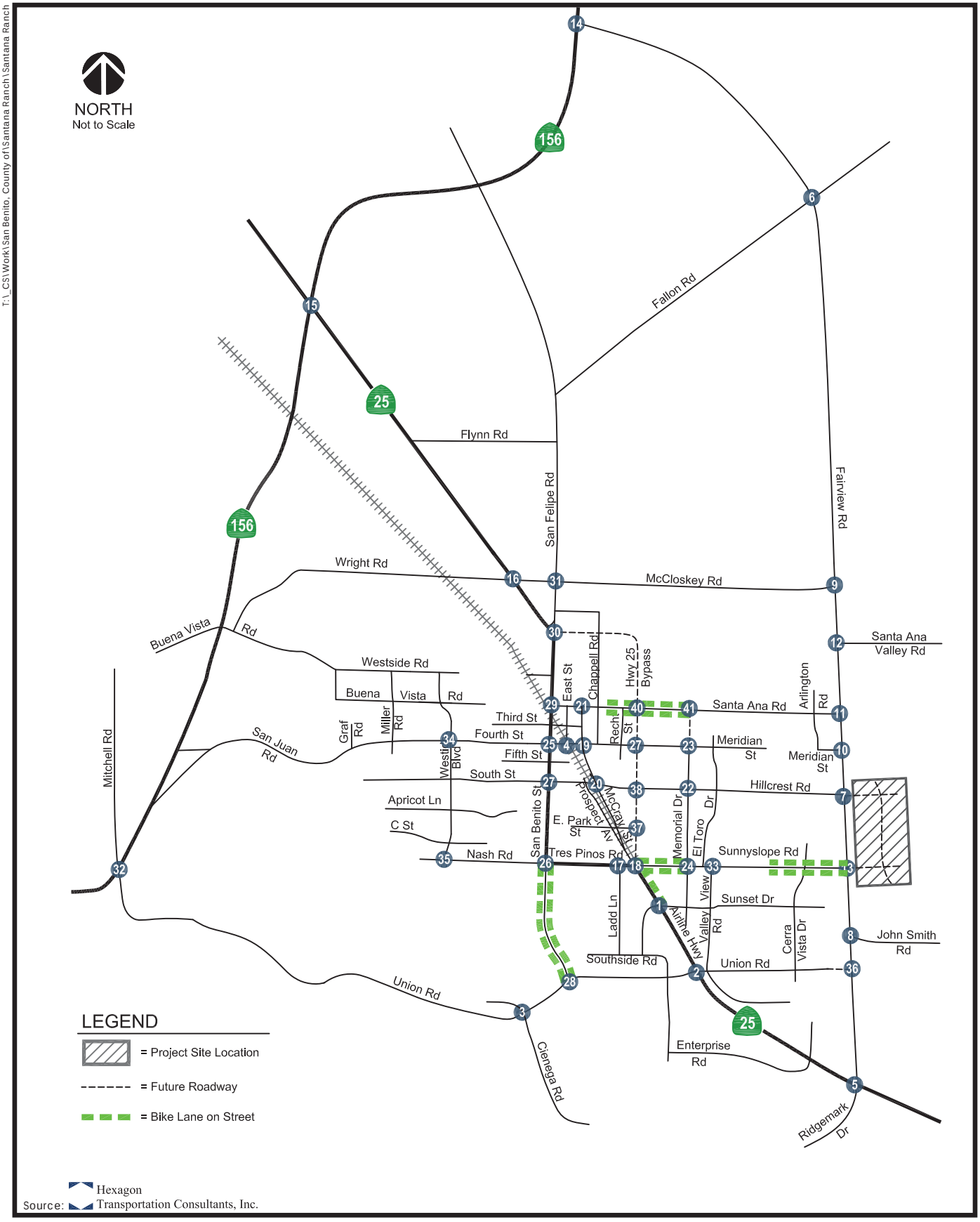

Figure 3.13-2
Study Intersections

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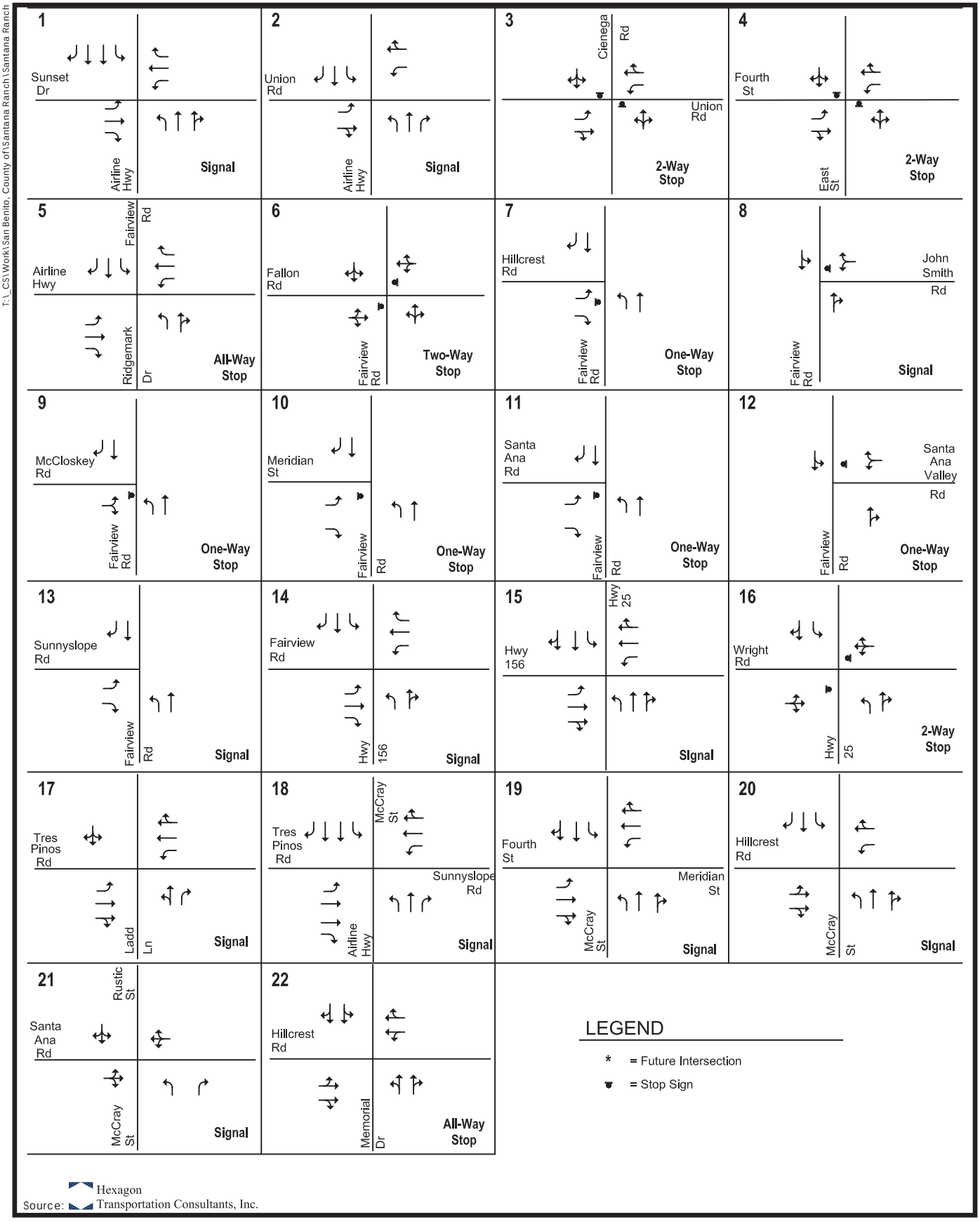

Source: Hexagon Transportation Consultants, Inc.

Figure 3.13-3a

Existing Lane Configurations

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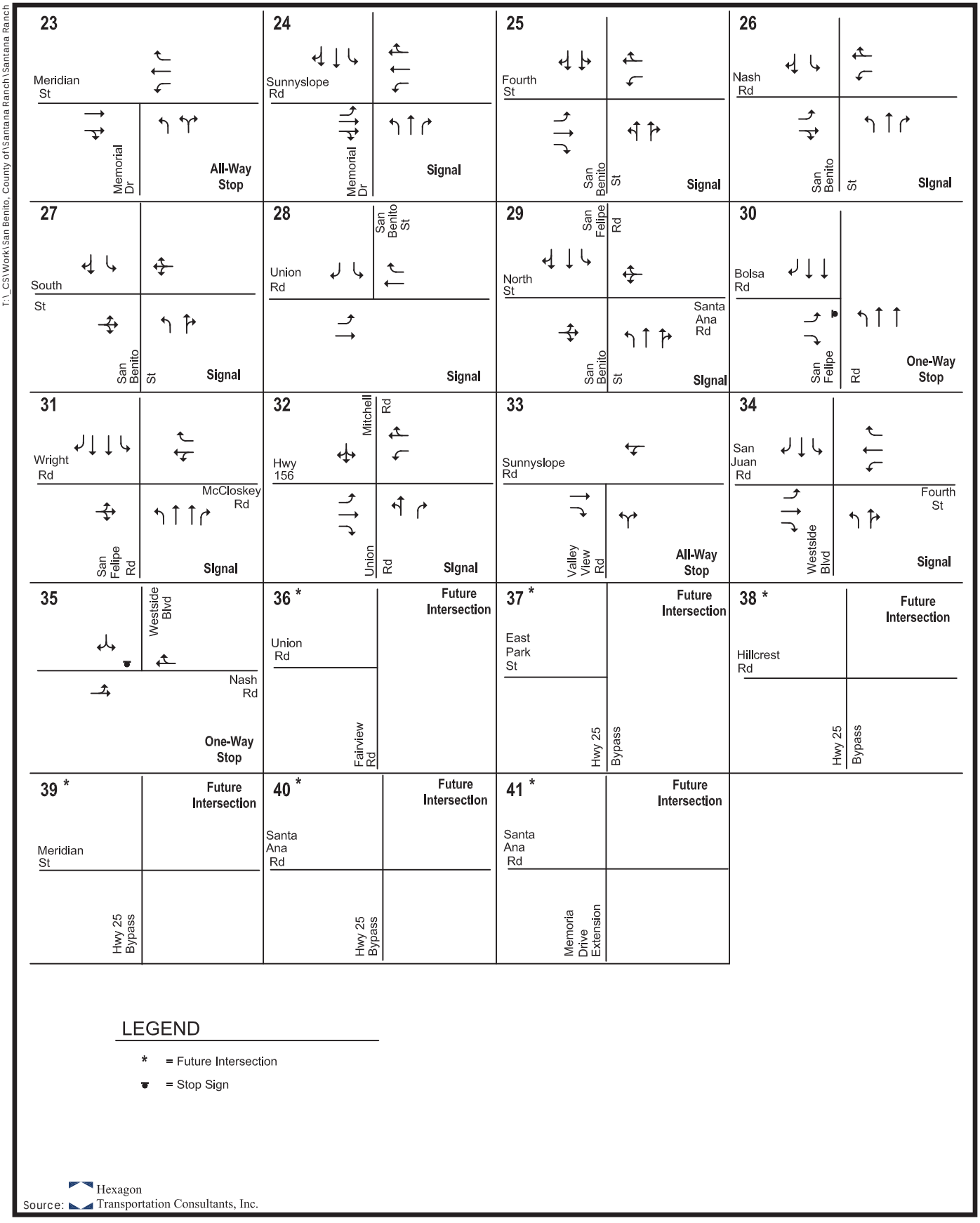

LEGEND

* = Future Intersection

= Stop Sign

Source: Hexagon Transportation Consultants, Inc.

Figure 3.13-3b

Existing Lane Configurations

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PROJECT SITE SETTING

Intersection Level of Service Operations

Level of Service (LOS) ratings are qualitative descriptions of intersection operations and are reported using an "A" through "F" letter rating system to describe travel delay and congestion, with LOS A representing the best operating conditions, and LOS F the worst. Traffic conditions associated with these levels of service for signalized and unsignalized intersections are described below in **Tables 3.13-1** and **3.13-2**.

TABLE 3.13-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON CONTROL DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
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 over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).

TABLE 3.13-2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON CONTROL DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
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: Transportation Research Board, 2000 Highway Capacity

Existing Level of Service characteristics for the project study intersections are presented below in **Table 3.13-3.**

TABLE 3.13-3
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Existing Int. Control	Peak Hour	Count Date	Avg. Delay	LOS
Airline Hwy. and Sunset Dr.	Signal	AM	5/15/07	12.8	B
		PM	5/22/07	12.1	B
Airline Hwy. and Union Rd.	Signal	AM	6/14/06	27.5	C
		PM	6/13/06	**35.4**	**D**
Cienega Rd. and Union Rd.	Two-Way Stop	AM	6/4/08	21.6	C
		PM	6/4/08	15.4	C
East St. and Fourth St.	All-Way Stop	AM	6/3/08	11.2	B
		PM	6/3/08	14.5	B
Fairview Rd. and Airline Hwy./Ridgemark Dr.	All-Way Stop	AM	10/31/06	11.8	B
		PM	11/30/06	10.6	B
Fairview Rd. and Fallon Rd.	Two-Way Stop [A]	AM	6/11/08	16.9	C
		PM	6/11/08	13.6	B
Fairview Rd. and Hillcrest Rd./Proj. Driveway	One-Way Stop [A]	AM	11/7/06	20.1	C
		PM	11/28/06	14.3	B
Fairview Rd. and John Smith Rd.	One-Way Stop [A]	AM	6/18/08	10.5	B
		PM	6/19/08	9.5	A
Fairview Rd. and McCloskey Rd.	One-Way Stop [A]	AM	10/26/06	14.7	B
		PM	11/2/06	13.9	B
Fairview Rd. and Meridian St.	One-Way Stop [A]	AM	11/14/06	10.6	B
		PM	11/7/06	13.1	B
Fairview Rd. and Santa Ana Rd.	One-Way Stop [A]	AM	3/9/06	13.7	B
		PM	3/8/06	14.8	B
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop [A]	AM	11/2/06	14.4	B
		PM	11/14/06	14.2	B
Fairview Rd. and Sunnyslope Rd.	Signal	AM	10/31/06	16.2	B
		PM	10/26/06	15.3	B
Hwy. 156 and Fairview Rd.	Signal	AM	6/4/08	17.9	B
		PM	6/4/08	23.4	C
Hwy. 25 and Hwy. 156	Signal	AM	2/7/07	27.7	C
		PM	2/7/07	21.0	C

Intersection	Existing Int. Control	Peak Hour	Count Date	Avg. Delay	LOS
Hwy. 25 and Wright Rd.	Two-Way Stop [A]	AM	6/5/08	21.0	C
		PM	6/5/08	**186.2**	**F**
Ladd Lane and Tres Pinos Rd.	Signal	AM	5/30/07	24.1	C
		PM	5/30/07	22.7	C
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	11/9/06	31.3	C
		PM	11/29/06	31.3	C
McCray St. and Fourth St./Meridian St.	Signal	AM	11/15/06	21.6	C
		PM	11/16/06	31.3	C
McCray St. and Hillcrest Rd.	Signal	AM	11/8/06	28.3	C
		PM	11/8/06	33.5	C
McCray St./Rustic St. and Santa Ana Rd.	Signal	AM	5/8/07	18.3	B
		PM	5/8/07	23.3	C
Memorial Dr. and Hillcrest Rd.	All-Way Stop [B]	AM	10/27/05	13.6	B
		PM	10/26/05	12.8	B
Memorial Dr. and Meridian St.	All-Way Stop [B]	AM	10/26/05	11.7	B
		PM	10/25/05	11.1	B
Memorial Dr. and Sunnyslope Rd.	Signal	AM	11/7/06	17.6	B
		PM	11/29/06	20.4	C
San Benito St. and Fourth St.	Signal	AM	5/2/07	32.6	C
		PM	5/8/07	**43.3**	**D**
San Benito St. and Nash Rd.	Signal	AM	5/3/07	29.6	C
		PM	5/3/07	29.4	C
San Benito St. and South St.	Signal	AM	5/16/07	11.5	B
		PM	5/17/07	9.1	A
San Benito St. and Union Rd.	Signal	AM	6/6/06	14.8	B
		PM	6/6/06	11.6	B
San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	AM	11/1/06	**35.4**	**D**
		PM	11/1/06	24.5	C
San Felipe Rd. and Bolsa Rd./Future Hwy 25 Bypass	One-Way Stop [A]	AM	10/26/06	20.2	C
		PM	11/15/06	12.7	B
San Felipe Rd. and McCloskey Rd./Wright Rd.	Signal	AM	10/26/06	24.7	C
		PM	11/14/06	29.3	C

Intersection	Existing Int. Control	Peak Hour	Count Date	Avg. Delay	LOS
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	6/11/08	32.0	C
		PM	6/11/08	32.9	C
Valley View Rd. and Sunnyslope Rd.	All-Way Stop [B]	AM	6/3/08	13.8	B
		PM	6/3/08	13.6	B
Westside Bl. and Fourth St./San Juan Rd.	Signal	AM	5/1/07	15.2	C
		PM	5/1/07	14.9	B
Westside Bl. and Nash Rd.	One-Way Stop [A]	AM	5/1/07	9.6	A
		PM	5/9/07	9.7	A

Notes:

A. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

B. The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.

Entries denoted in bold indicate conditions that exceed the County's current level of service standard.

Highway Segment Level of Service Standards and Methodologies

As prescribed in Chapters 12 and 20 of the 2000 Highway Capacity Manual, the level of service for two-lane, two-way rural highway segments is determined based on two measures of effectiveness (MOE): (1) percent time-spent-following (PTSF) and (2) average travel speed. 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 subject highway segment. PTSF also serves as an indicator of the comfort and convenience of travel on the subject highway segment. Average travel speed is a measure of the mobility of the highway segment. The two-lane, two-way highway level of service 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.

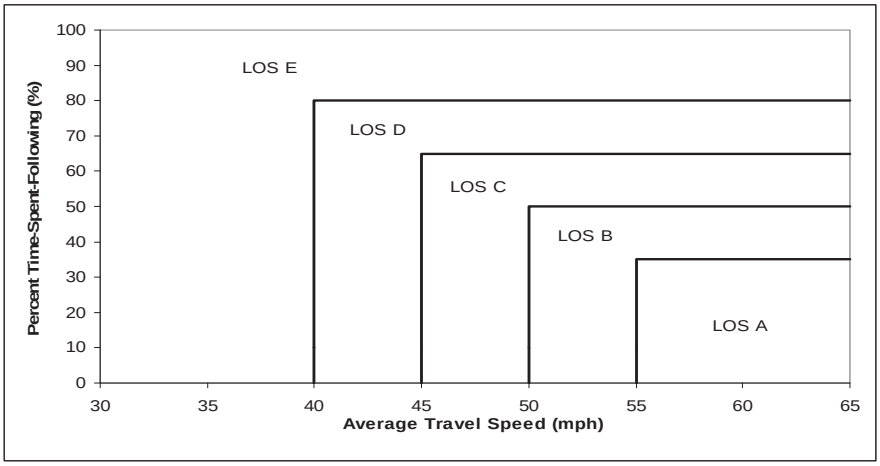
- Class II highways are those on which motorists do not necessarily expect to travel at high speeds. Class II highways are not major arterials and often serve as scenic or recreational highways.

TABLE 3.13-4
LEVEL OF SERVICE CRITERIA FOR TWO-LANE HIGHWAYS

Level of Service	Percent Time-Spent-Following
A	Up to 40
B	> 40-55
C	> 55-70
D	> 70-85
E	> 85
F	When flow rate exceeds capacity.

Source: 2000 Highway Capacity Manual, Chapter 20

Average travel speeds associated with LOS Criteria for Class II Two-Lane Highways are illustrated in the graph below:



Existing highway segment levels of service for the project study segments are summarized in the following table:

TABLE 3.13-5
EXISTING TWO-LANE HIGHWAY LEVELS OF SERVICE

Intersection	% Time Spent Following	LOS
SR 25 - Between US 101 and SR 156	AM Peak Hour: **87.2%**	**E**
	PM Peak Hour: **88.0%**	**E**
SR 156 - Between The Alameda and Union Rd	AM Peak Hour: **86.8%**	**E**
	PM Peak Hour: **86.2%**	**E**

Notes: Based on the Two-Way-Two-Lane Highway Segment LOS Methodology from Chapter 20 of the Highway Capacity Manual.

TRANSIT NETWORK

The transit services provided within the County are described below and shown on **Figure 3.13-1**.

Local Bus Service

County Express operates three fixed-route buses within the City of Hollister on weekdays between 6:30 AM to 11:00 AM and from 2:00 PM to 5:20 PM. No fixed-route service is provided on weekends; however, Dial-a-Ride service is provided by County Express to the general public where fixed route service is not available. County Express fixed bus routes include:

- The Red Line provides service between Hazel Hawkins Memorial Hospital and the One Stop Center at 1111 San Felipe Drive in northern Hollister via San Benito Street, and Nash Road, with approximately 45-minute headways.
- The Blue and Green Lines provide loop service in the central Hollister area via Nash Road, Line Street, Fourth Street and Memorial Drive, and Airline Highway, with approximately 40-minute headways.

No fixed-route transit services currently exist outside of the City limits, and there are no existing transit routes or transit stops within walking distance of the project site. The nearest bus stop is located at the intersection of Hillcrest Road and Memorial Drive, approximately one mile west of the project site.

Dial-A-Ride Service

County Express provides Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 6 AM and 6 PM and on weekends between 9 AM and 3 PM. County Express provides both general public and paratransit Dial-a-Ride service. General public Dial-a-Ride serves riders whose trips begin or end in a location more than one-half mile from a fixed route stop. Dial-a-Ride service is available to the project site.

Inter-County Service

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

Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of service. Class I bikeways are bike paths that are physically separated from motor vehicle travel lanes and offer two-way bicycle travel. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Class III bikeways are bike routes shared with vehicle travel lanes and are marked only by roadway signs.

Within the project study area, designated bike lanes exist on both directions of Sunnyslope Road between Cerra Vista Road and Fairview Road. On other roadways in the study area, bicyclists must share the road with auto traffic. The locations of existing bicycle facilities are shown on **Figure 3.13-2**.

Pedestrian facilities in the vicinity of the project site consist primarily of sidewalks along the adjacent neighborhood streets. The project frontage on Fairview Road, however, currently does not incorporate a sidewalk.

3.13.2 REGULATORY SETTING

REGIONAL TRANSPORTATION PLANNING

San Benito County Council of Governments

The San Benito County Council of Governments (San Benito COG) is an association of city and county governments created to address regional transportation issues. Its member agencies include the County of San Benito and the two incorporated cities within the County. As the federally designated Metropolitan Planning Organization and the state-designated Regional Transportation Planning Agency for San Benito County, the San Benito COG is responsible for developing and updating a variety of transportation plans and for allocating the federal and state funds to implement them. Acting in this capacity, San Benito COG is responsible for developing and adopting several transportation planning documents and studies, including the Regional Transportation Plan (RTP). The RTP is a long-term (20-year) general plan for the region's transportation network, and encompasses projects for all types of travel, including aviation and freight movement. The plan assesses environmental impacts of proposed projects and establishes air quality conformity as required by federal regulations. The document also discusses inter-modal and multi-modal transportation activities.

SAN BENITO COUNTY GENERAL PLAN

The following goals and policies from the Transportation Element of the *San Benito County General Plan* are relevant to the proposed project regarding transportation and circulation impacts:

Goal Develop a safe and efficient Countywide transportation system that will provide an opportunity for a variety of modes of transportation for the diverse segments of the population in the County.

Objectives

1) Provide for a balanced, safe and efficient transportation system to serve all segments of the County.
2) The existing road patterns should form a continuous network of recognized categories or roads, i.e. Federal and State Highways, arterials, collectors, private roads and local roads.
3) The intensity of road development should correspond to the volume the road carries and the areas through which the road travels.
4) Transportation options should be available where practical to persons without access to an automobile.
5) Non-motorized forms of travel (i.e. horses, bicycles, walking) should be encouraged whenever possible.

6) Coordinate with the San Benito County Council of Governments to implement programs and policies in the San Benito County Regional Transportation Plan, the Measure A projects and Regional Transportation Improvement Program.

7) Coordinate with regional governments for integration of alternative modes of transportation and road systems.

Policy 3 Improvements to road systems needed to accommodate traffic generated by new development shall be funded by that development.

Policy 4 A level of service C shall be used for the accepted minimum standard of operation for intersections and roadways.

Policy 5 New road development and design (private or public) shall conform to County standards.

Policy 8 New subdivisions/development shall be designed to utilize existing roads and minimize the construction of new driveways onto these roads.

Policy 9 Measures shall be taken to discourage inter-neighborhood and through traffic movement on non-arterial streets through street alignment and intersection design.

Policy 15 New development at urban density shall be required [to] dedicate funding for transit stops and signage and design subdivisions to allow easy access to public transit where service is available.

Policy 20 Support the development of mixed land uses to reduce vehicle trips on collectors and arterials.

Policy 22 To reduce congestion on roadways linking San Benito County with other population centers, and increase the efficiency of transportation systems, the County shall support the development of a jobs to housing balance program.

Policy 23 Bicycle use shall be encouraged within the County for commuting and recreational uses.

Policy 24 Require dedication and construction of walkways for through, safe, pedestrian traffic and internal pedestrian circulation in new large scale developments or within the vicinity of concentrations of populations.

Policy 25 Encourage clustered land use to encourage pedestrian and combined pedestrian and transit use.

Policy 26 Develop a program to provide pedestrian/bike paths linking schools, commercial centers, and recreational areas to communities in the County.

CITY OF HOLLISTER GENERAL PLAN

The following policy from the City of Hollister General Plan, Circulation Element is being considered in this EIR, because a number of roadway intersections within the City are included in the traffic impact analysis for the project.

Policy C1.1 Ensure, to the maximum extent feasible, that the designated arterial roadway system is planned to operate at Level of Service (LOS) C or better during peak and off-peak hours as of the horizon year of the adopted General Plan.

DRAFT SAN BENITO COUNTY BIKEWAY AND PEDESTRIAN MASTER PLAN

The San Benito County Council of Governments has prepared a draft 2009 County Bikeway and Pedestrian Master Plan to coordinate the development of bikeways and pedestrian paths within the County and incorporated cities. The plan includes existing and proposed facilities, as well as goals and policies for guiding establishment of the bike and pedestrian path network. Proposed goals and objectives of the master plan relevant to the project include:

Goal 1 **Increase Bicycle and Pedestrian Access**

Objective 1-2 Expand bicycle and pedestrian facilities and access in and between neighborhoods, employment centers, shopping areas, schools, and recreational sites, in pursuit of the San Benito County Council of Governments […] Regional Transportation Plan polices of encouraging bicycle and pedestrian travel.

Objective 1-3 Consider bicycle and pedestrian facilities in all projects (e.g. transportation, development, parks, etc.)

TRAFFIC IMPACT FEE PROGRAM

Development projects within San Benito County, including incorporated cities, are required to pay traffic impact fees into the Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. The purpose of the fee program is to implement City and County roadway improvement projects identified in the San Benito County Traffic Mitigation Fee Study, based on anticipated regional development identified in the County's and Cities' general plans. This study is updated at regular intervals to assess which roadway and intersection improvements should be funded and therefore included in the TIF program for the subsequent funding cycle. The current traffic impact fee charged by San Benito County associated with the TIF program is $23,853 per new residential unit.

3.13.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a project's environmental impacts are based on the CEQA Guidelines and other performance standards recognized by the County of San Benito. For the purposes of this EIR, impacts are considered significant if any of the following will result from implementation of the proposed project:

- The level of service at an intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or the level of service at an intersection is an unacceptable LOS D or worse under baseline conditions and the addition of project trips causes the average intersection delay to increase by five (5) or more seconds.

- The addition of project traffic causes the traffic volume at an unsignalized intersection to increase such that it is sufficiently high to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.
- The addition of project traffic causes the traffic volumes of highway segments to exceed the peak-hour LOS E standard adopted by Caltrans.
- The level of service on a highway degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions, or the level of service on the highway is an unacceptable LOS D or worse under baseline conditions, and the addition of project traffic causes the percent time-spent following to increase or the average travel speed to decrease.
- Exacerbates existing traffic conditions that are currently experiencing an unacceptable LOS;
- Result in insufficient parking capacity on-site or off-site as calculated by County standards;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections or incompatible uses);
- Result in inadequate emergency access;
- Conflicts with adopted policies, plans, or programs supporting alternative transportation; and/or
- Contributes significantly to any cumulative traffic or circulation impact.

METHODOLOGY

The traffic impact evaluation is based on the Traffic Impact Analysis prepared by Hexagon Transportation Consultants dated August 8, 2008, as supplemented on March 3, 2010 for the project applicant (as peer reviewed by Hatch Mott MacDonald), which is included as **Appendix H**. Hexagon prepared an analysis of existing, background, background plus project, and cumulative conditions. Project conditions are evaluated under background plus project, and cumulative conditions. These conditions are described in their respective sections below. The methods used in various aspects of the technical analysis are fully explained in the traffic impact study and are summarized as appropriate in the following discussion of impacts.

BACKGROUND CONDITIONS

Background conditions represent the baseline conditions to which near-term project conditions will be compared for the purpose of determining near-term project impacts. Traffic volumes for background conditions include volumes from existing (2008) traffic counts, plus traffic generated by approved but not yet built developments in the vicinity of the site, including within the City of Hollister and unincorporated San Benito County. Projects within the Hollister city limits are included in this analysis because the traffic impact analysis identified a number of intersections within the City that will be impacted by the project.

Background Roadway Network

There are two roadway improvement projects in the vicinity of the project study area that are assumed to be completed under background conditions. These improvements are described below.

Highway 25 Bypass. The Highway 25 bypass has recently been completed east of San Benito Street and McCray Street, and includes new signalized intersections at Santa Ana Road, Meridian Street, Hillcrest Road, and the extension of Park Street. The bypass extends from the current terminus of Highway 25/Bolsa Road at San Felipe Road in northern Hollister to the existing intersection of McCray Street and Sunnyslope Road.

Union Road extension. As indicated in the City of Hollister General Plan, Union Road ultimately will be extended to Fairview Road from its current termination point east of Airline Highway.

Approved Developments

Table 3.13-6 lists the approved but not-yet-built developments in the City of Hollister, which would add traffic to the roadway network under background conditions. The traffic associated with these developments is discussed below. In addition, a list of approved projects was received from the San Benito County Planning Department and reviewed for use in this traffic study. This review found that the projects in the County are either very small or remotely located from the study intersections and that traffic associated with these projects is insignificant for the purpose of this traffic analysis.

TABLE 3.13-6
APPROVED DEVELOPMENT PROJECTS IN THE CITY OF HOLLISTER

#	Project Name	Size / Land Use	Location
Commercial/Industrial Projects			
1	Ausonio Inc.	2 office bldgs @ 15.6ksf and 13.7ksf.	1850 Airway Dr., Lot 10
2	Bob Enz	10,800 sq. ft. ind. building	1900 Aerostar Way
3	Bob Enz	10,800 s.f. ind. bldg.	1961 Airway Dr.
4	Carlisle Office Park	5 Office Bldgs. Totaling 17,948 s.f.	Bert Dr.
5	City of Hollister - Animal Shelter	7,908 s.f. bldg. for animal shelter	1321 South St.
6	El Grullense	Façade imp. to convert auto svc. bldg. to a take-out rest.	249 San Benito St.
7	Hazel Hawkins	60,500 s.f. hospital expansion (From TIA)	911 Sunset Dr.
8	Joel Grow	15,755 s.f. ind. bldg.	Shelton Dr.
9	Life Sparc	4,240 temp. modular office	1971 Airway Dr.
10	Life Sparc - Phase 2	New 10,240 s.f. warehouse use	1971 Airway Dr.
11	Mark Verdegaal	17,600 s.f. ind. bldg.	1701 Lana
12	Mark Verdegaal	12,000 s.f. ind. bldg.	1801 Lana
Residential Projects			
13	Anderson Homes	6 homes	Between Mulberry Ct., Alder Ct., and Evergreen Ct.

#	Project Name	Size / Land Use	Location
14	Annotti Senior Project	170 senior apartments	W/o Valley View, S/o Hazel Hawkins Hospital, E/o Airline Hwy, N/o Valle Way.
15	Award Homes	595 homes	W/o Fairview, S/o St. Benedict's Church, E/o Calistoga Dr.
16	Award Homes	100 apartments	W/o Fairview, S/o St. Benedict's Church, E/o Calistoga Dr.
17	Brigantino	15 homes	N/o Brigantino Dr., S/o Santa Ana Rd.
18	Cerra Vista 4	20 homes	S/o Union Rd. at Cerra Vista Dr.
19	Eden West	55 homes	Between Apricot Ln., Line St., Steinbeck Dr., and Cannery Row.
20	Hillock Ranch	41 homes	S and W of Hillock Dr., E/o Morning Glory, along Jasmine and Honeysuckle Way.
21	Hillview Subdivision	25 homes	S/o Buena Vista Rd., W/o Ranchito Dr., E/o Beresini Ln., N/o Central Ave.
22	La Baig 5 (Koch)	45 homes	N/o Meridian along Koch.
23	Las Brisas 7	3 homes	N/o Sunnyslope, E and W of Clearview along Marilyn Ct. and McDonald Ct.
24	Las Brisas 8	14 homes	N/o Sunnyslope, E and W of Clearview along Marilyn Ct. and McDonald Ct.
25	Valley View Phase 3	9 homes	Along Driftwood St., E end of Bayberry St. and S/o Valley View Rd.
26	Valley View Phase 6	5 homes	Along Driftwood St., E end of Bayberry St. and S/o Valley View Rd.
27	Vista Meadows Senior Apartments	72 senior apartments	N/o East Park St., E/o Sherwood Dr.
28	Walnut Park A	5 homes	E and W side of Calistoga Dr., between Monte Vista and Vallejo Dr.
29	Walnut Park B	27 homes	E and W side of Calistoga Dr., between Monte Vista and Vallejo Dr.
30	Westside Apartments	11 apartments	NE corner of 4th St./Westside Blvd.

Source: City of Hollister Planning Department, January 2008.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 8 of the Traffic Impact Analysis. The results indicate that with the addition of approved project trips and the completion of the two roadway improvement projects described above, five study intersections will operate at an unacceptable level of service:

- Airline Highway and Union Road LOS D
- Fairview Road and Hillcrest Road LOS D
- Highway 25 and Wright Road LOS F
- San Benito Street and Fourth Street LOS D
- San Benito Street and Nash Road LOS D

The recommended improvements under background conditions are presented later in this section. The remaining study intersections are projected to operate at acceptable levels of service.

Background Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks are summarized on Table 9 of the Traffic Impact Analysis. The results indicate that seven of the unsignalized study intersections are projected to have peak-hour traffic volumes high enough to satisfy the peak-hour signal warrant under background conditions:

- Cienega Road and Union Road
- Fairview Road/Ridgemark Drive and Airline Highway
- Fairview Road and Fallon Road
- Fairview Road and Hillcrest Road
- Fairview Road and McCloskey Road
- Fairview Road and Santa Ana Road
- Highway 25 and Wright Road

The remaining unsignalized study intersections will have traffic volumes under background conditions that fall below the thresholds that warrant signalization.

Two-Lane Highway Level of Service Results Under Background Conditions

Peak-hour highway segment levels of service were evaluated for the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda. The background peak-hour level of service results for the study highway segments are summarized in Table 10 of the Traffic Impact Analysis. The results indicate that both highway segments will continue to exceed Caltrans' level of service standard during peak hours with operations in the LOS E range.

BACKGROUND PLUS PROJECT CONDITIONS

This section describes background plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Project conditions are represented by background traffic conditions with the addition of traffic generated by the project. Included are descriptions of the significance criteria that define an impact, estimates of

project-generated traffic, identification of any impacts, and descriptions of any mitigation measures that may be necessary.

Transportation Network Under Background Plus Project Conditions

It is assumed that no additional changes to the transportation network will occur with the development of the proposed project, other than those described in the preceding Background Conditions discussion. The following improvements proposed to be constructed as part of the project include:

On-Site Project Roadways. New roadways will be built within the project that connect to the existing roadway network at the Fairview Road/Hillcrest Road and Fairview Road/Sunnyslope Road intersections.

Fairview Road and Hillcrest Road/Project North Entrance. The developer shall install a full signalized intersection, including all necessary intersection geometry and associated turn lanes. Final intersection design, signal layout and timing of construction shall be in compliance with applicable County standards, as set forth in the County Code and the Specific Plan, and subject to review and approval by the County Public Works Director. Said improvements are subject to any fee credit or reimbursements beyond the developer's fair share of responsibility.

Fairview Road and Sunnyslope Road/Project South Entrance. The developer shall install a full signalized intersection, including all necessary intersection geometry and associated turn lanes. Final intersection design, signal layout and timing of construction shall be in compliance with applicable County standards, as set forth in the County Code and the Specific Plan, and subject to review and approval by the County Public Works Director. Said improvements are subject to any fee credit or reimbursements beyond the developer's fair share of responsibility.

Project Traffic Estimates

The amount of traffic produced by a new development and the locations where that traffic will occur are estimated based on three factors, including (1) project trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the amount of traffic entering and exiting the project site is estimated for the weekday AM and PM peak-hours. As part of the project trip distribution factor, an estimate is made of the travel direction of project traffic to and from the project site. For the project trip assignment factor, the project trips are assigned to specific streets and intersections in the study area. These factors are more fully described within the traffic impact analysis.

Trip Generation

Hexagon completed the Traffic Impact Analysis for the project in August 2008, assuming the following project components:

- 1,092 single-family homes
- 800-student elementary school
- 65,340 square feet of commercial space

As summarized in **Table 3.13-7**, the project would generate 14,288 gross daily trips, with 1,222 trips occurring in the AM peak hour and 1,572 trips occurring in the PM peak hour. After making adjustments for internalized and pass-by trips, the project would generate 13,170 net new daily trips on the roadway network, with 1,134 trips occurring in the AM peak hour and 1,449 trips occurring in the PM peak hour.

TABLE 3.13-7
TRIP GENERATION ESTIMATES FOR SANTANA RANCH PROJECT

Land Use	Size		Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
					Peak-Hour Rate	In	Out	Total	Peak-Hour Rate	In	Out	Total
PROPOSED PROJECT	Quantity	Unit										
Single-Family Homes [A]	1,092	SFDUs	9.57	10,450	0.75	205	614	819	1.01	695	408	1,103
Elementary School [B]	800	students	1.29	1,032	0.42	185	151	336	0.28	101	123	224
Shopping Center [C]	65.34	Ksf	42.94	2,806	1.03	41	26	67	3.75	118	127	245
Gross Project Trips				14,288		430	792	1,222		913	659	1,572
Internalization of Residential Trips [D]				-103		-18	-15	-34		-10	-12	-22
Internalization of School Trips [D]				-103		-18	-15	-34		-10	-12	-22
Internalization of Retail Trips [E]				-281		-4	-3	-7		-12	-13	-25
Retail Pass-By Reduction [F]				-631		-7	-7	-14		-27	-27	-54
Net Project Trips [G]				13,170		382	752	1,134		854	594	1,449

Notes:

A Trip generation rates for single-family homes (ITE Land Use #210) used for this component of the project.

B Trip generation rates for elementary school (ITE Land-Use Code #520) used for this component of the project.

C Trip generation rates for shopping center (ITE Land-Use Code #820) used for this component of the project.

D It is assumed that 10% of the traffic associated with the school would come from the Santana Ranch neighborhoods. Thus, these trips would be internal to the project street system. The gross school trip generation and gross residential trip generation values each were reduced by the magnitude of internal school traffic to account for the interaction between the uses.

E It is assumed that 10% of the retail trips would come from traffic already in the project area. Thus, these trips would be internal to the project street system.

F A pass-by reduction of 25% was applied to the non-local retail trips (gross - internalization) based on data contained in ITE's Trip Generation and Handbook.

G Net project trips are equal to gross trips minus pass-by trips and internalized trips.

Source: ITE Trip Generation, 7th Edition.

In March, 2010, Hexagon analyzed the trip generation that would occur with a minor modification to the housing mix and the inclusion of some additional commercial uses. Specifically, Hexagon evaluated the following project components:

- 774 single-family homes
- 318 multi-family homes
- 700-student elementary school
- 106,000 square feet of commercial space

With these refinements to the project description, the project would generate 14,709 gross daily trips, with 1,124 trips occurring in the AM peak hour and 1,541 trips occurring in the PM peak hour. After making adjustments for internalized and pass-by trips, the project would generate 13,050 net new daily trips on the roadway network, with 1,040 trips occurring in the AM peak hour and 1,408 occurring in the PM peak hour (see **Table 3.13-8**, below.)

Since the 2010 trip generation supplemental analysis is lower than the 2008 trip generation analysis and is therefore more conservative, the EIR utilizes the 2008 trip generation analysis for purposes of evaluating the project's impacts and proposing recommended mitigation measures.

TABLE 3.13-8
TRIP GENERATION ESTIMATES FOR SANTANA RANCH PROJECT – REFINED DEVELOPMENT SCENARIO

Land Use	Size		Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
					Peak-Hour Rate	In	Out	Total	Peak-Hour Rate	In	Out	Total
PROPOSED PROJECT (Refined)	Quantity	Unit										
Single-Family Homes [A]	774	SFDUs	9.57	7,407	0.75	145	436	581	1.01	493	289	782
Condo/Townhomes [B]	318	MFDUs	5.81	1,848	0.44	24	116	140	0.52	111	54	165
Elementary School [C]	700	students	1.29	903	0.42	162	132	294	0.28	88	108	196
Shopping Center [D]	106	Ksf	42.94	4,552	1.03	66	43	109	3.75	191	207	398
Gross Project Trips				**14,709**		**397**	**727**	**1,124**		**882**	**659**	**1,541**
Internalization of Residential Trips [E]				-90		-16	-13	-29		-9	-11	-20
Internalization of School Trips [E]				-90		-16	-13	-29		-9	-11	-20
Internalization of Retail Trips [F]				-455		-7	-4	-11		-19	-21	-40
Retail Pass-By Reduction [G]				-1,024		-7	-7	-14		-27	-27	-54
Net Project Trips [H]				13,050		351	689	1,040		819	589	1,408

Notes:

A Trip generation rates for single-family homes (ITE Land Use #210) used for this component of the project.

B Trip generation rates for residential condominium/townhouse (ITE Land Use #230) used for this component of the project.

C Trip generation rates for elementary school (ITE Land-Use Code #520) used for this component of the project.

D Trip generation rates for shopping center (ITE Land-Use Code #820) used for this component of the project.

E It is assumed that 10% of the traffic associated with the school would come from the Santana Ranch neighborhoods. Thus, these trips would be internal to the project street system. The gross school trip generation and gross residential trip generation values each were reduced by the magnitude of internal school traffic to account for the interaction between the uses.

F It is assumed that 10% of the retail trips would come from traffic already in the project area. Thus, these trips would be internal to the project street system.

G A pass-by reduction of 25% was applied to the non-local retail trips (gross - internalization) based on data contained in ITE's Trip Generation and Handbook.

H Net project trips are equal to gross trips minus pass-by trips and internalized trips.

Source: ITE Trip Generation, 7th Edition.

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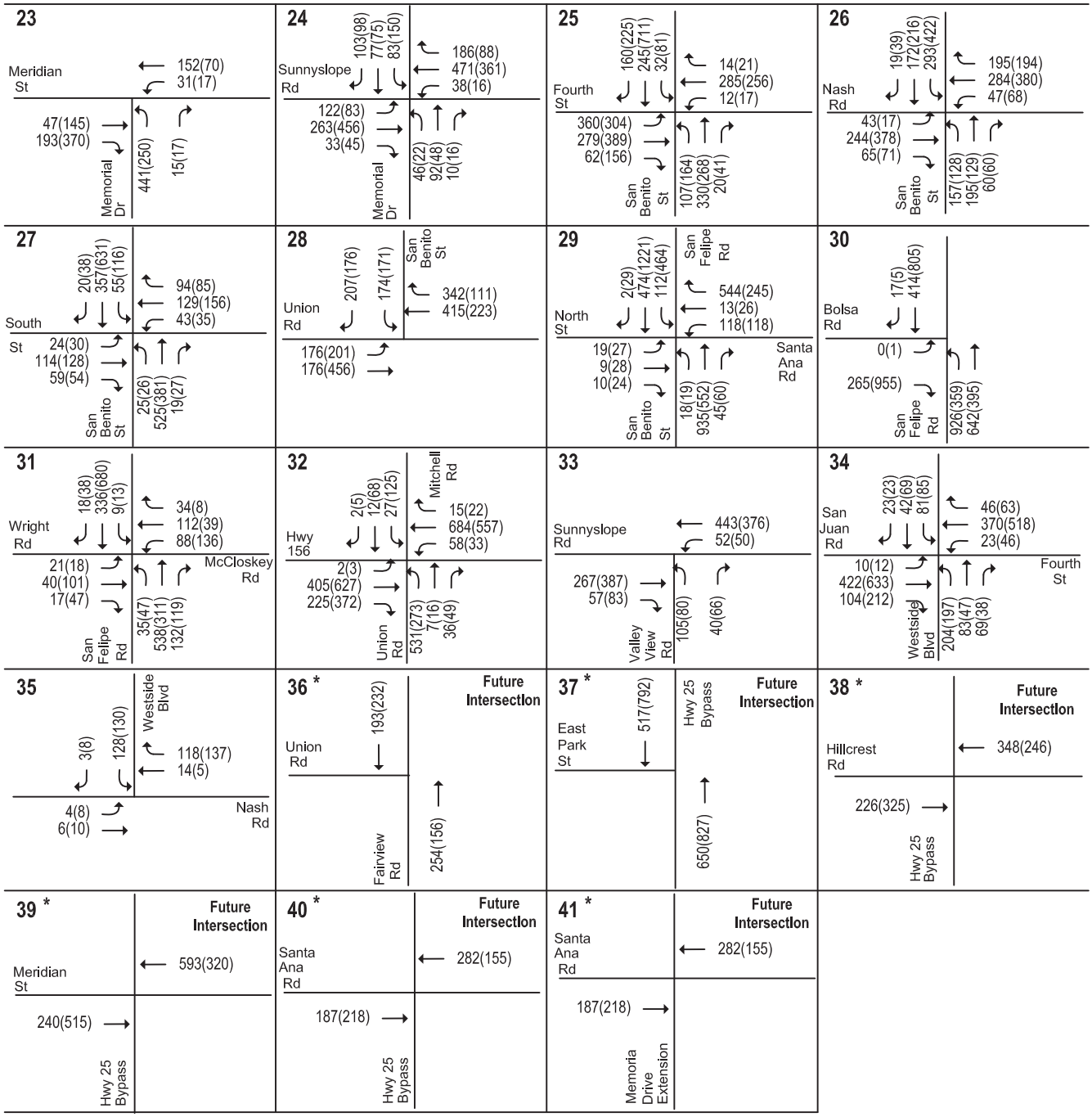

LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volmes

Source: Hexagon Transportation Consultants, Inc.

Figure 3.13-4a

Existing Traffic Volumes

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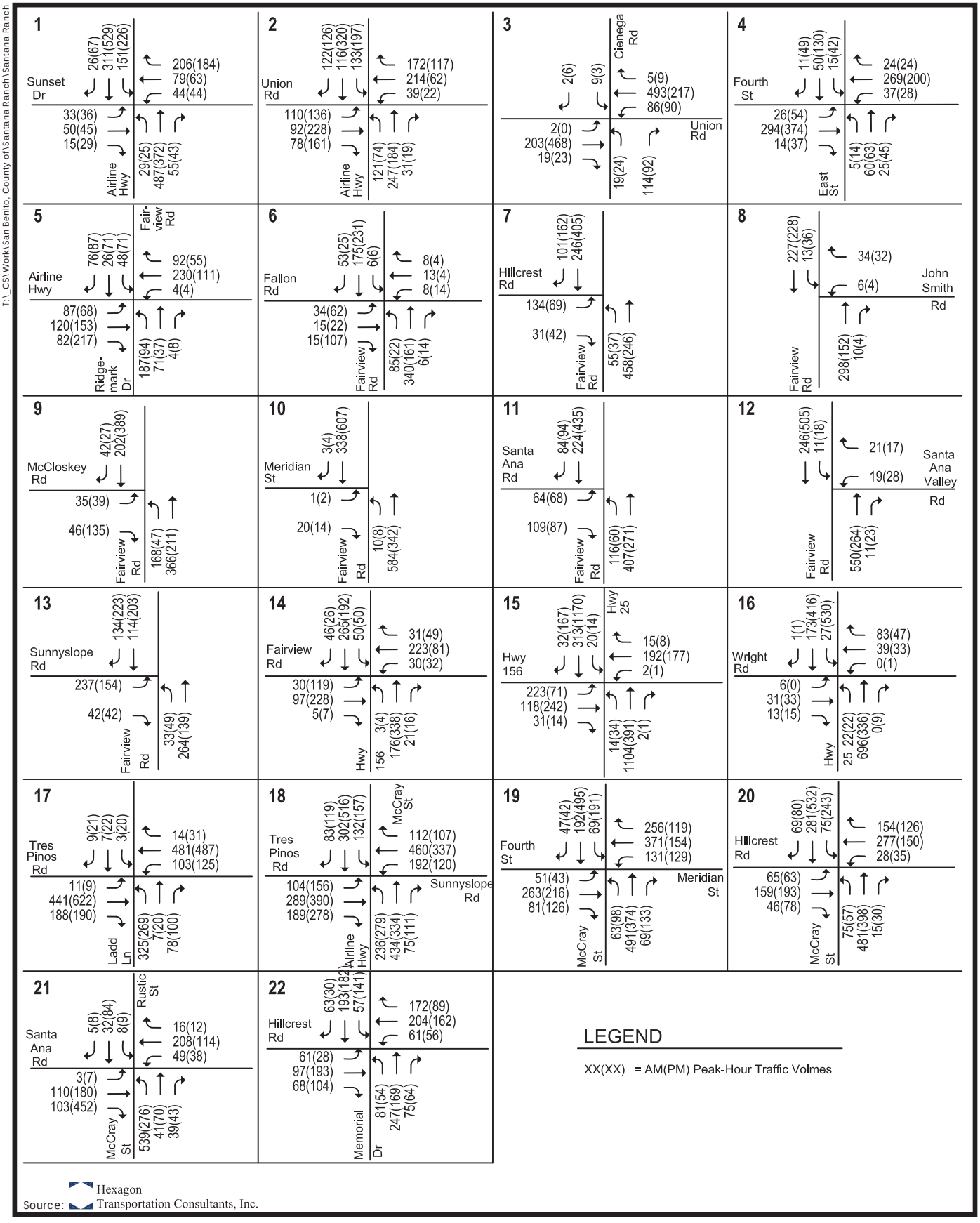

Source: Hexagon Transportation Consultants, Inc.

Figure 3.13-4b

Existing Traffic Volumes

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Project Conditions, Impacts and Mitigation Measures

Intersection Level of Service Impacts

Impact 3.13-1 With the addition of project-generated traffic, the following intersections will operate at unacceptable levels of service and/or traffic signal warrants will be met. This is considered a **significant** impact.

- Airline Highway and Union Road
- Highway 25 and Wright Road
- Memorial Drive and Hillcrest Road
- Union Road/Mitchell Road and Highway156
- Valley View Road and Sunnyslope Road
- Cienega Road and Union Road
- Fairview Road and McCloskey Road

Background Plus Project Intersection Level of Service Analysis

Traffic impacts at the study intersections were identified based on a level of service standard of C for all study intersections. Note that the Highway 25 Bypass was assumed to be in place for this analysis. Also, project impacts that do not result in a letter grade reduction in intersection level of service, but do increase delay, are considered potentially significant only if the additional delay is increased by five (5) or more seconds.

The results of the intersection level of service analysis under project conditions are summarized in **Table 3.13-9**, below. The results indicate that with the addition of project-generated traffic at project buildout, five intersections will have significant level of service impacts:

- Airline Highway and Union Road LOS D
- Highway 25 and Wright Road LOS F
- Memorial Drive and Hillcrest Road LOS E
- Union Road/Mitchell Road and Highway156 LOS D
- Valley View Road and Sunnyslope Road LOS F

The remaining study intersections will not be significantly impacted with the addition of project trips.

TABLE 3.13-9
PROJECT CONDITIONS INTERSECTION LEVELS OF SERVICE

Intersection	Existing Int. Control	Peak Hour	Background		Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Airline Hwy. and Sunset Dr.	Signal	AM	16.1	B	16.2	B	+0.1
		PM	14.7	B	14.8	B	+0.1
Airline Hwy. and Union Rd.	Signal	AM	34.9	C	**37.6**	**D**	**+2.7**
		PM	**43.7**	**D**	**47.7**	**D**	**+4.0**

Intersection	Existing Int. Control	Peak Hour	Background		Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Cienega Rd. and Union Rd.	Two-Way Stop	AM	21.7	C	24.5	C	+2.8
		PM	15.1	C	17.0	C	+1.9
East St. and Fourth St.	All-Way Stop	AM	9.5	A	9.6	A	+0.1
		PM	11.0	B	11.2	B	+0.2
Fairview Rd. and Airline Hwy/Ridgemark Dr.	All-Way Stop	AM	12.4	B	12.8	B	+0.4
		PM	11.2	B	11.8	B	+0.6
Fairview Rd. and Fallon Rd.	Two-Way Stop [A]	AM	19.8	C	23.5	C	+3.7
		PM	15.5	C	19.2	C	+3.7
Fairview Rd. and Hillcrest Rd./Proj. Driveway /c/	One-Way Stop [A]	AM	**32.9**	**D**	29.9	C	-3.0
		PM	17.4	C	28.7	C	+11.3
Fairview Rd. and John Smith Rd.	One-Way Stop [A]	AM	12.3	B	13.3	B	+1.0
		PM	11.8	B	13.4	B	+1.6
Fairview Rd. and McCloskey Rd.	One-Way Stop [A]	AM	14.7	B	16.3	C	+1.6
		PM	14.7	B	17.9	C	+3.2
Fairview Rd. and Meridian St.	One-Way Stop [A]	AM	11.8	B	12.2	B	+0.4
		PM	13.4	B	16.3	C	+2.9
Fairview Rd. and Santa Ana Rd.	One-Way Stop [A]	AM	15.2	C	19.3	C	+4.1
		PM	16.3	C	22.0	C	+5.7
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop [A]	AM	15.6	C	17.9	C	+2.3
		PM	18.3	C	22.6	C	+4.3
Fairview Rd. and Sunnyslope Rd.	Signal	AM	17.4	B	26.9	C	+9.5
		PM	16.0	B	27.7	C	+11.7
Hwy. 156 and Fairview Rd.	Signal	AM	19.3	B	20.0	C	+0.7
		PM	23.9	C	25.0	C	+1.1
Hwy. 25 and Hwy. 156	Signal	AM	29.3	C	30.3	C	+1.0
		PM	21.6	C	22.2	C	+0.6
Hwy. 25 and Wright Rd.	Two-Way Stop [A]	AM	25.0	C	**33.3**	**D**	**+8.3**
		PM	**309.8**	**F**	**590.6**	**F**	**+280.8**
Ladd Lane and Tres Pinos Rd.	Signal	AM	23.8	C	24.1	C	+0.3
		PM	21.0	C	21.8	C	+0.8
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	24.8	C	25.1	C	+0.3
		PM	23.6	C	24.5	C	+0.9

Intersection	Existing Int. Control	Peak Hour	Background		Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
McCray St. and Fourth St./Meridian St.	Signal	AM	27.3	C	27.3	C	+0.0
		PM	34.2	C	34.2	C	+0.0
McCray St. and Hillcrest Rd.	Signal	AM	29.5	C	32.3	C	+2.8
		PM	32.3	C	34.8	C	+2.5
McCray St./Rustic St. and Santa Ana Rd.	Signal	AM	19.7	B	19.9	B	+0.2
		PM	20.5	C	20.3	C	-0.2
Memorial Dr. and Hillcrest Rd.	All-Way Stop [B]	AM	17.0	C	24.6	C	+7.6
		PM	18.5	C	**45.8**	**E**	**+27.3**
Memorial Dr. and Meridian St.	All-Way Stop [B]	AM	7.9	A	7.9	A	+0.0
		PM	7.9	A	7.9	A	+0.0
Memorial Dr. and Sunnyslope Rd.	Signal	AM	25.0	C	23.2	C	-1.8
		PM	19.9	B	17.1	B	-2.8
San Benito St. and Fourth St.	Signal	AM	37.7	D	37.9	D	+0.2
		PM	46.4	D	46.9	D	+0.5
San Benito St. and Nash Rd.	Signal	AM	42.9	D	44.2	D	+1.3
		PM	41.3	D	43.0	D	+1.7
San Benito St. and South St.	Signal	AM	18.0	B	18.6	B	+0.6
		PM	16.9	B	17.8	B	+0.9
San Benito St. and Union Rd.	Signal	AM	15.1	B	16.2	B	+1.1
		PM	11.5	B	12.1	B	+0.6
San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	AM	23.2	C	23.3	C	+0.1
		PM	16.2	B	16.4	B	+0.2
San Felipe Rd. and Bolsa Rd./Future Hwy 25 Bypass [C]	One-Way Stop [A]	AM	16.3	B	18.3	B	+2.0
		PM	17.7	B	20.5	C	+2.8
San Felipe Rd. and McCloskey Rd./Wright Rd.	Signal	AM	25.2	C	26.5	C	+1.3
		PM	30.1	C	31.9	C	+1.8
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	32.9	C	**36.5**	**D**	**+3.6**
		PM	32.2	C	34.7	C	+2.5
Valley View Rd. and Sunnyslope Rd.	All-Way Stop [B]	AM	21.6	C	**94.4**	**F**	**+72.8**
		PM	20.6	C	**108.8**	**F**	**+88.2**
Westside Bl. and Fourth St./San Juan Rd.	Signal	AM	14.1	B	14.1	B	+0.0
		PM	12.4	B	12.4	B	+0.0

Intersection	Existing Int. Control	Peak Hour	Background		Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Westside Bl. and Nash Rd.	One-Way Stop [A]	AM	11.0	B	11.4	B	+0.4
		PM	11.5	B	12.0	B	+0.5
Fairview Rd. and Union Rd. [D]	Future Signal	AM	18.9	B	19.1	B	+0.2
		PM	13.9	B	17.0	B	+3.1
Hwy. 25 Bypass and East Park St.	Signal	AM	0.7	A	2.3	A	+1.6
		PM	0.7	A	1.3	A	+0.6
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	21.1	C	23.8	C	+2.7
		PM	23.9	C	26.0	C	+2.1
Hwy. 25 Bypass and Meridian St.	Signal	AM	23.2	C	23.6	C	+0.4
		PM	25.2	C	24.9	C	-0.3
Hwy. 25 Bypass and Santa Ana Rd.	Signal	AM	22.1	C	22.9	C	+0.8
		PM	25.9	C	26.8	C	+0.9
Memorial Dr. ext. and Santa Ana Rd. [D]	Future One-Way Stop	AM	13.0	B	14.1	B	+1.1
		PM	12.1	B	13.0	B	+0.9

Notes:

A The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

B The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.

C This intersection is planned to be signalized as part of the project. Thus, the LOS reported under project conditions is based upon the signalization of the intersection.

D Future intersection.

Background Plus Project Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under project conditions are summarized on **Table 3-13.10** below. The results indicate that the addition of project traffic will create the need for a traffic signal during at least one peak hour at four of the unsignalized study intersections:

- Cienega Road and Union Road
- Fairview Road and McCloskey Road
- Memorial Drive and Hillcrest Road
- Valley View Road and Sunnyslope Road

TABLE 3.13-10
PROJECT CONDITIONS SIGNAL WARRANT CHECKS

Intersection	Intersection Control	Peak Hour	Background Warrant Met?	Project Warrant Met?
Cienega Rd. and Union Rd.	Two-Way Stop	AM	**Yes**	**Yes**
		PM	No	**Yes**
East St. and Fourth St.	All-Way Stop	AM	No	No
		PM	No	No
Fairview Rd. and Airline Hwy/Ridgemark Dr.	All-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Fallon Rd.	Two-Way Stop	AM	No	No
		PM	**Yes**	**Yes**
Fairview Rd and Hillcrest Rd/N Project Access [A]	One-Way Stop	AM	**Yes**	/a/
		PM	**Yes**	/a/
Fairview Rd. and John Smith Rd.	One-Way Stop	AM	No	No
		PM	No	No
Fairview Rd and McCloskey Rd	One-Way Stop	AM	No	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Meridian St.	One-Way Stop	AM	No	No
		PM	No	No
Fairview Rd. and Santa Ana Rd.	One-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop	AM	No	No
		PM	No	No
Hwy. 25 and Wright Rd.	Two-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Memorial Dr. and Hillcrest Rd.	All-Way Stop	AM	No	**Yes**
		PM	No	No
Memorial Dr. and Meridian St.	All-Way Stop	AM	No	No
		PM	No	No
Valley View Rd. and Sunnyslope Rd.	All-Way Stop	AM	No	**Yes**
		PM	No	**Yes**
Westside Bl. and Nash Rd.	One-Way Stop	AM	No	No
		PM	No	No

Note (A): This intersection would be signalized with construction of the project. Signal warrant checks based on Warrant 3, Part b- Peak-Hour Signal Warrant contained in the 2006 CAMUTCD.

Described below are the intersection impacts and recommended mitigation measures necessary to maintain an acceptable level of service and intersection operations under project conditions. It is anticipated that the improvements specified within the mitigation measures may be included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program as this program is regularly updated to include new projects over the buildout period of Santana Ranch.

It is important to note that the current traffic impact fee is partially based on a development assumption of only 171 residential units on the project site, based on the current residential density of one unit per five acres on the site, and does not take into account the Area of Special Study designation for the site which allows for greater density through application of a project specific plan. Because the Santana Ranch project proposes a density greater than one unit per five acres, the County has determined that the TIF program will be required to be updated prior to issuance of any building permits for the project to reflect the greater traffic volume of the project. The County has contracted with Hatch Mott MacDonald to perform the TIF update. As a part of the update, the specific improvements needed to maintain acceptable intersection and roadway levels of service under the higher-density proposal for the project site will be identified, along with their anticipated costs. The County-wide TIF fee will then be revised on the basis of this cost information.

Although it is anticipated that the TIF program and impact fee will be updated to reflect the higher density of the project, in the event this update does not occur or the update occurs but either: (1) does not include all identified improvements and/or (2) does not ensure the construction of the identified improvements prior to when the need for said improvements is triggered, the County has indicated its intention to establish a Benefit Area for the Santana Ranch project, as an alternative means to collect funds and establish a program to contribute towards the identified improvements that may not otherwise be covered by the TIF fee. The County has also indicated that it will require, as a condition of approval of the first tentative map for the project, that the developer cooperate in the forming of such a benefit district, in the event and to the extent that the TIF has not been updated to reflect all the identified improvements to be constructed in a timely manner. Under either approach, the project will be required to contribute a fair-share contribution, based on its pro rata contribution of trips, toward the identified future improvements at the following locations:

Airline Highway and Union Road. In total, the project is contributing only 1.6% of the traffic to this intersection. However, this addition of project traffic at this intersection will cause the level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service D under project conditions during the AM peak-hour. This impact is considered **potentially significant.**

MM 3.13-1a: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road approaches, and adding exclusive eastbound and westbound right-turn lanes on Union Road would restore traffic operations to an acceptable level of service. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Highway 25 and Wright Road. In total, the project is contributing only 4% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service D under project conditions during the AM peak-hour. During the PM peak hour, this intersection is projected to operate at an unacceptable level of service F under background conditions and the addition of project traffic will cause the average delay to increase by more than five (5) seconds. This is considered a **potentially significant impact.**

MM 3.13-1b: This intersection is situated on the portion of Highway 25 for which City of Hollister/San Benito County TIF funds will be used to partially fund the future widening. In terms of additional needed improvements, signalizing this intersection and providing left-turn pockets on the Highway 25 approaches will restore acceptable traffic operations at this intersection. Currently, these identified improvements to Highway 25 are covered by the TIF. Given the regional significance of improvements to Highway 25, associated pre-planning, design and implementation of necessary acquisition of adjacent lands by CalTrans, as well as the substantial costs associated with constructing them, it is anticipated these improvements will continue to be covered by the TIF. The developer shall pay the applicable TIF fee as a fair share contribution toward these identified improvements, and such payment would mitigate the project's impacts to the extent feasible. In the event the TIF does not ultimately cover these improvements to Highway 25, there is no other feasible means for the project to mitigate its nominal impact. Without the TIF, there would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial costs associated therewith and the need for significant contributions from many additional property owners based on the project's comparatively very small contribution of trips to Highway 25. In that event, this impact would be considered **significant and unavoidable**. If the associated improvements to Wright Road are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements to Wright Road at this intersection. If the improvements to Wright Road are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements to Wright Road at this intersection. Even if the developer pays a TIF and/or Benefit Area fee toward the improvements to both Highway 25 and Wright Road, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable**.

Union Road/Mitchell Road and Highway 156. In total, the project is contributing 2.8% of the traffic to this intersection. However, the addition of project traffic will cause the intersection operations to degrade to an unacceptable level of service D during the AM peak hour. This is considered a **potentially significant impact.**

MM 3.13-1c: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road/Mitchell Road approaches will restore acceptable traffic operations at this intersection. If these improvements to Union Road and Mitchell Road are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements to Union Road and Mitchell Road are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the

Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable**.

Cienega Road and Union Road. In total, the project is contributing only 5.4% of the traffic to this intersection. However, with the addition of project traffic, the traffic volume at this intersection is projected to be high enough under both peak-hour conditions to satisfy the peak-hour volume traffic signal warrant. This is considered a **potentially significant impact.**

MM 3.13-1d: Although the levels of service at this intersection are in the LOS C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic. Signalizing this intersection may be needed to restore acceptable traffic conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Fairview Road and McCloskey Road. In total, the project is contributing 12.5% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during the AM peak hour. The traffic volume at this intersection is projected to be high enough under both peak-hour conditions to satisfy the peak-hour volume traffic signal warrant. Although the levels of service at this intersection are in the LOS C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic. This is considered a **potentially significant impact.**

MM 3.13-1e Signalizing this intersection may be needed to restore acceptable traffic conditions. Prior to issuance of the 501st residential building permit and building permit(s) for commercial uses in excess of 50,000 square feet the developer shall construct the required signal improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible. The County, in its discretion, may modify the timing of construction of the identified improvements to a later date, based on a supplemental traffic analysis provided by the developer that demonstrates, based on substantial evidence, that the need for the identified improvement will not be triggered until such later date. With implementation of this mitigation measure, this impact would be **less than significant with mitigation incorporated**.

Memorial Street and Hillcrest Road. In total, the project is contributing only 9.2% of the traffic to this intersection. However, the addition of project traffic will cause the intersection operations to degrade to an unacceptable level of service E during the PM peak hour. The addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during the AM peak hour. This is considered a **potentially significant impact.**

MM 3.13-1f Signalizing this intersection will restore acceptable traffic conditions at this intersection. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Valley View Road and Sunnyslope Road. In total, the project is contributing 19.3% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service F under project conditions during both the AM and PM peak-hours. The addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during both peak hours. This is considered a **potentially significant impact.**

MM 3.13-1g Signalizing this intersection and providing a westbound left-turn pocket and a separate northbound left-turn pocket will restore acceptable traffic conditions to this intersection. Prior to issuance of the 145th residential building permit for the project, the developer shall construct the required signal and turn pocket improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible. The County, in its discretion, may modify the timing of construction of the identified improvements to a later date, based on a supplemental traffic analysis provided by the developer, that demonstrates, based on substantial evidence, that the need for the identified improvement will not be triggered until such later date. With implementation of this mitigation measure, this impact would be **less than significant with mitigation incorporated**.

Roadway Segment Level of Service Impacts

Impact 3.13-2 In total, the project will contribute traffic to these sections of Highways 25 (SR 25 6.05% AM, 7.30% PM) and 156 (5.45% AM, 7.22% PM). However, the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda are projected to operate at unacceptable levels of service with the addition of project generated traffic. This is considered a **significant** impact.

Two-Lane Highway Level of Service Results Under Project Conditions

The project peak-hour level of service results for the study highway segments are summarized on **Table 3.13-11** below. The results indicate that both highway segments will continue to exceed Caltrans' level of service standard during the peak hours with operations in the LOS E range.

TABLE 3.13- 11
PROJECT CONDITIONS TWO-LANE HIGHWAY LEVELS OF SERVICE

Intersection	Background		Project	
	% Time Spent Following	LOS	% Time Spent Following	LOS
SR 25 - Between US 101 and SR 156	89.4%	E	91.1%	E
	90.5%	E	92.3%	E
SR 156 - Between The Alameda and Union Rd.	87.1%	E	88.2%	E
	86.1%	E	87.9%	E

Project Impacts

Highway 25 (US 101 to SR 156) and Highway 156 (Union Road to The Alameda). These highway segments are projected to operate at an unacceptable LOS E under background conditions and the addition of project traffic will cause the percent time-spent following to increase, albeit the project's impact is very small.

MM 3.13-2: Operations on these highways could be restored to acceptable conditions by widening the highways to four lanes or by adding passing lanes at strategic locations. Currently, these identified improvements are covered by the TIF. Given the regional significance of these improvements, associated pre-planning, design and implementation of necessary acquisition of adjacent lands by CalTrans, as well as the substantial costs associated with constructing them, it is anticipated these improvements will continue to be covered by the TIF. The developer shall pay the applicable TIF fee as a fair share contribution toward these identified improvements, and such payment would mitigate the project's impacts to the extent feasible. In the event the TIF does not ultimately cover these improvements, there is no other feasible means for the project to mitigate its nominal impact. Without the TIF, there would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial costs associated therewith and the need for significant contributions from many additional property owners based on the project's comparatively very small contribution of trips to these highway segments. In that event, this impact would be considered **significant and unavoidable**. However, even if the TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Cumulative Plus Project Intersection Level of Service Impacts

This section presents a summary of the traffic conditions that will occur under cumulative conditions. Cumulative conditions are defined as conditions expected in the study area at General Plan buildout of Hollister (year 2023). Traffic volumes for cumulative conditions were obtained from the City of Hollister and San Benito County 2023 traffic forecasting model. This section describes the intersection and roadway improvements expected to be in place under cumulative conditions, the procedure used to determine cumulative traffic volumes, and the resulting traffic conditions. Note that the Highway 25 Bypass was assumed to be in place for this

analysis. Also, project impacts that do not result in a letter grade reduction in intersection level of service, but do increase delay, are considered potentially significant only if the additional delay is increased by five (5) or more seconds.

Impact 3.13-3 Under Cumulative Plus Project conditions the following intersections will operate at unacceptable levels of service and/or signal warrants will be met:

- Airline Highway and Union Road
- Cienega Road and Union Road
- East Street and Fourth Street
- Fairview Road/ Airline Highway/Ridgemark Drive
- Fairview Road and Fallon Road
- Highway 156 and Fairview Road
- Highway 25 and Wright Road
- McCray Street and Hillcrest Road
- Memorial Street and Hillcrest Road
- San Benito Street and South Street
- San Felipe Road and McCloskey Road/Wright Road
- Union Road/Mitchell Road and Highway 156
- Valley View Road and Sunnyslope Road
- Westside Boulevard and Nash Road
- Highway 25 Bypass and Hillcrest Road

This is considered a **potentially significant cumulative** impact of the project.

Transportation Network under Cumulative Conditions

The transportation network assumed under cumulative conditions includes various transportation network improvements in the Hollister area. The roadway improvements included in the TIF program were assumed to be included under cumulative conditions. The TIF identifies roadway widenings that will need to occur in the future, throughout San Benito County, to accommodate projected growth in the County through 2023, and also provides for the construction of certain intersection improvements, as determined appropriate, by the County. For the study intersections situated along each improvement corridor, Hexagon identified likely lane geometry and traffic control improvements that will need to occur in order for the intersection geometry to be consistent with adjacent roadway widening projects. The likely intersection improvements were assumed to be in place under cumulative conditions, including the following specific major transportation improvements:

- *Memorial Drive Extension*. Memorial Drive is anticipated to be extended north to Santa Ana Road. It is assumed that the Memorial Drive/Santa Ana Road intersection created by this extension will be stop sign controlled on all approaches.

- *North Street Gap Closure*. North Street is anticipated to be extended from its current termination point, just west of San Benito Street, westward and connected to Buena Vista Road.

- *Westside Boulevard Gap Closure*. Westside Boulevard is anticipated to be extended from its current termination point at Nash Road southward and connected to San Benito Street.

- Additionally, the project roadway connections to Fairview Road, described in Chapter 4, also are assumed in the cumulative with project scenario.

Year 2023 Development Projections and Traffic Volumes

Forecasts of future demand on the County and City transportation system were prepared using the San Benito County/Hollister travel demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land uses into the number and distribution of future vehicle trips on the roadway network. The travel demand model uses the year 2023 as the long-range planning horizon for the Hollister General Plan, because it is anticipated that the great majority of future development will ultimately occur within the City's existing boundary and sphere of influence. The 2023 planning horizon is based on a set of population, housing and employment projections that were developed based on the land-use designations shown on the Hollister General Plan Map, on other state and regional projections of population and employment growth, and on the constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG).

The Fairview Corners/Gavilan College Master Plan project is located in close proximity to the Santana Ranch project and will affect most of the study intersections evaluated in the project traffic report. At the time that the project report was prepared, a detailed project description was provided for the Fairview Corners/Gavilan College Master Plan project. As such, the traffic associated with that project was included in the cumulative scenario for the traffic report.

Cumulative Traffic Volumes

Cumulative traffic volumes at the study intersections were obtained from the 2023 travel demand model with the appropriate level of additional development representing buildout of the proposed project site coded into the traffic analysis zone where the project is located.

Intersection Levels of Service Under Cumulative Conditions

The results of the intersection level of service analysis under cumulative conditions are summarized in **Table 3-13.12.** The results indicate that with the development growth currently projected through 2023, the project's contribution toward future cumulative level of service impacts will be considered significant at 15 study intersections. Note that the Highway 25 Bypass was assumed to be in place for this analysis. Also, project impacts that do not result in a letter grade reduction in intersection level of service, but do increase delay, are considered potentially significant only if the additional delay is increased by five (5) or more seconds.

- Airline Highway and Union Road
- Cienega Road and Union Road
- East Street and Fourth Street
- Fairview Road/Ridgemark Drive and Airline Highway
- Fairview Road and Fallon Road
- Highway 156 and Fairview Road
- Highway 25 and Wright Road
- McCray Street and Hillcrest Road
- Memorial Street and Hillcrest Road
- San Benito Street and South Street
- San Felipe Road and McCloskey Road/Wright Road
- Union Road/Mitchell Road and Highway 156

- Valley View Road and Sunnyslope Road
- Westside Boulevard and Nash Road
- Highway 25 Bypass and Hillcrest Road

The remaining study intersections will not be significantly impacted by the project under cumulative conditions. The improvements recommended to improve intersection operations to acceptable levels under cumulative conditions are discussed below. Note that the Highway 25 Bypass was assumed to be in place for this analysis. The level of service calculation sheets are included in Appendix H.

TABLE 3.13-12
CUMULATIVE INTERSECTION LEVELS OF SERVICE

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Airline Hwy. and Sunset Dr.	Signal	AM	14.5	B	14.5	B	+0.0
		PM	14.5	B	14.5	B	+0.0
Airline Hwy. and Union Rd.	Signal	AM	**52.7**	**D**	**55.2**	**E**	**+2.5**
		PM	**109.8**	**F**	**119.1**	**F**	**+9.3**
Cienega Rd. and Union Rd.	Two-Way Stop	AM	**63.5**	**F**	**75.8**	**F**	**+12.3**
		PM	**64.1**	**F**	**95.5**	**F**	**+31.4**
East St. and Fourth St.	All-Way Stop	AM	158.5	F	162.2	F	+3.7
		PM	**331.7**	**F**	**337.1**	**F**	**+5.4**
Fairview Rd. and Airline Hwy./Ridgemark Dr.	All-Way Stop	AM	31.0	D	34.1	D	+3.1
		PM	**82.0**	**F**	**88.0**	**F**	**+6.0**
Fairview Rd. and Fallon Rd.	Two-Way Stop [A]	AM	**38.0**	**E**	**59.7**	**F**	**+21.7**
		PM	**36.9**	**E**	**71.1**	**F**	**+34.2**
Fairview Rd. and Hillcrest Rd./Proj. Driveway [C]	One-Way Stop [A]	AM	**30.6**	**D**	30.8	C	+0.2
		PM	18.5	C	31.6	C	+13.1
Fairview Rd. and John Smith Rd.	One-Way Stop [A]	AM	15.7	C	17.7	C	+2.0
		PM	18.0	C	22.4	C	+4.4
Fairview Rd. and McCloskey Rd.	One-Way Stop [A] /	AM	14.7	B	16.6	C	+1.9
		PM	16.4	C	20.7	C	+4.3
Fairview Rd. and Meridian St.	One-Way Stop [A]	AM	11.8	B	12.9	B	+1.1
		PM	13.6	B	15.6	C	+2.0
Fairview Rd. and Santa Ana Rd.	One-Way Stop [A]	AM	14.1	B	17.0	C	+2.9
		PM	16.0	C	20.7	C	+4.7

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop [A]	AM	14.3	B	15.9	C	+1.6
		PM	14.7	B	16.5	C	+1.8
Fairview Rd. and Sunnyslope Rd.	Signal	AM	20.1	C	29.7	C	+9.6
		PM	19.1	B	28.7	C	+9.6
Hwy. 156 and Fairview Rd.	Signal	AM	39.4	D	42.3	D	+2.9
		PM	**133.1**	**F**	**138.1**	**F**	**+5.0**
Hwy. 25 and Hwy. 156	Signal	AM	27.3	C	27.4	C	+0.1
		PM	25.8	C	26.2	C	+0.4
Hwy. 25 and Wright Rd.	Two-Way Stop [A]	AM	**/f/**	**F**	**/f/**	**F**	**--**
		PM	**/f/**	**F**	**/f/**	**F**	**--**
Ladd Lane and Tres Pinos Rd.	Signal	AM	25.5	C	26.0	C	+0.5
		PM	27.9	C	32.3	C	+4.4
McCray St./Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	25.4	C	26.6	C	+1.2
		PM	32.3	C	34.8	C	+2.5
McCray St. and Fourth St./Meridian St.	Signal	AM	27.5	C	27.6	C	+0.1
		PM	31.3	C	31.3	C	+0.0
McCray St. and Hillcrest Rd.	Signal	AM	**43.0**	**D**	**56.0**	**E**	**+13.0**
		PM	**48.6**	**D**	**63.7**	**E**	**+15.1**
McCray St./Rustic St. and Santa Ana Rd.	Signal	AM	22.1	C	22.2	C	+0.1
		PM	18.1	B	18.0	B	-0.1
Memorial Dr. and Hillcrest Rd.	All-Way Stop [B]	AM	**41.4**	**E**	**68.9**	**F**	**+27.5**
		PM	**92.6**	**F**	**157.8**	**F**	**+65.2**
Memorial Dr. and Meridian St.	All-Way Stop [B]	AM	19.2	C	19.2	C	+0.0
		PM	48.1	E	48.1	E	+0.0
Memorial Dr. and Sunnyslope Rd.	Signal	AM	22.3	C	21.5	C	-0.8
		PM	22.7	C	22.2	C	-0.5
San Benito St. and Fourth St.	Signal	AM	213.3	F	215.1	F	+1.8
		PM	335.5	F	336.9	F	+1.4
San Benito St. and Nash Rd.	Signal	AM	46.8	D	48.4	D	+1.6
		PM	52.4	D	54.8	D	+2.4
San Benito St. and South St.	Signal	AM	127.9	F	127.4	F	-0.5
		PM	**329.4**	**F**	**349.6**	**F**	**+20.2**
San Benito St. and Union Rd.	Signal	AM	13.4	B	14.9	B	+1.5
		PM	12.6	B	14.7	B	+2.1

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	AM	27.5	C	27.8	C	+0.3
		PM	47.3	D	48.8	D	+1.5
San Felipe Rd. and Bolsa Rd./ Hwy 25 Bypass	One-Way Stop [A]	AM	30.0	C	30.2	C	+0.2
		PM	32.9	C	33.2	C	+0.3
San Felipe Rd. and McCloskey Rd./Wright Rd.	Signal	AM	42.6	D	45.4	D	+2.8
		PM	**76.4**	**E**	**85.3**	**F**	**+8.9**
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	**93.7**	**F**	**110.1**	**F**	**+16.4**
		PM	**196.8**	**F**	**217.5**	**F**	**+20.7**
Valley View Rd. and Sunnyslope Rd.	All-Way Stop [B]	AM	**88.8**	**F**	**206.8**	**F**	**+118.0**
		PM	**236.6**	**F**	**404.4**	**F**	**+167.8**
Westside Bl. and Fourth St./San Juan Rd.	Signal	AM	15.7	C	15.8	C	+0.1
		PM	17.7	C	17.8	C	+0.1
Westside Bl. and Nash Rd.	One-Way Stop [A]	AM	18.2	C	19.1	C	+0.9
		PM	**48.6**	**E**	**62.7**	**F**	**+14.1**
Fairview Rd. and Union Rd. [D]	Future Signal	AM	22.9	C	23.1	C	+0.2
		PM	25.3	C	24.6	C	-0.7
Hwy. 25 Bypass and East Park St.	Signal	AM	28.4	C	28.7	C	+0.3
		PM	35.5	D	38.7	D	+3.2
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	26.8	C	31.7	C	+4.9
		PM	30.1	C	**38.1**	**D**	**+8.0**
Hwy. 25 Bypass and Meridian St.	Signal	AM	29.0	C	29.3	C	+0.3
		PM	43.7	D	45.3	D	+1.6
Hwy. 25 Bypass and Santa Ana Rd.	Signal	AM	20.6	C	21.6	C	+1.0
		PM	21.7	C	23.2	C	+1.5
Memorial Drive extension and Santa Ana Rd. [D]	Fut. One-Way Stop	AM	11.8	B	12.2	B	+0.4
		PM	17.4	C	19.8	C	+2.4

Notes:

A The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

B The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.

C This intersection is planned to be signalized as part of the project. Thus, the LOS reported under cumulative with project conditions is based upon the signalization of the intersection.

D Future intersection.

(/f/) Intersection is oversaturated and average delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized level of service methodology.

Entries denoted in bold indicate conditions that exceed the County's current level of service standard.

Cumulative Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under cumulative conditions are summarized on **Table 3.13-13.** The results indicate that the addition of project traffic under cumulative conditions will create the need for a traffic signal at the intersection of Fairview Road and Meridian Street.

TABLE 3.13-13
CUMULATIVE PEAK-HOUR SIGNAL WARRANT CHECKS

Intersection	Intersection Control	Peak Hour	Warrant Met?	
			Cumulative w/o Project	Cumulative w/ Project
Cienega Rd. and Union Rd.	Two-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
East St. and Fourth St.	All-Way Stop	AM	No	No
		PM	**Yes**	**Yes**
Fairview Rd. and Airline Hwy./Ridgemark Dr.	All-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Fallon Rd.	Two-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Hillcrest Rd./N Proj. Access [A]	One-Way Stop	AM	**Yes**	/a/
		PM	**Yes**	/a/
Fairview Rd. and John Smith Rd.	One-Way Stop	AM	No	No
		PM	No	No
Fairview Rd. and McCloskey Rd.	One-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Meridian St.	One-Way Stop	AM	No	No
		PM	No	**Yes**
Fairview Rd. and Santa Ana Rd.	One-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop	AM	No	No
		PM	No	No
Hwy. 25 and Wright Rd.	Two-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Memorial Dr. and Hillcrest Rd.	All-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Memorial Dr. and Meridian St.	All-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Valley View Rd. and Sunnyslope Rd.	All-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**
Westside Bl. and Nash Rd.	One-Way Stop	AM	No	No
		PM	No	No
Memorial Dr. ext. and Santa Ana Rd. [B]	Fut. One-Way Stop	AM	**Yes**	**Yes**
		PM	**Yes**	**Yes**

Notes:

A This intersection would be signalized with construction of the project.

B Future Intersection.

Signal warrant checks based on Warrant 3, Part B - Peak-Hour Signal Warrant contained in the 2006 CAMUTCD.

The recommended mitigation measures are discussed below.

RECOMMENDED IMPROVEMENTS UNDER CUMULATIVE CONDITIONS

The results of the cumulative analysis show that the operations at a number of intersections will degrade to unacceptable levels under traffic conditions projected for the year 2023. This indicates that over the next 10 to 15 years, it is likely that improvements at these locations will be necessary in order to maintain an acceptable level of service standard. For the most part, these deficiencies are a result of development growth throughout the City and County. In most cases, the project's individual contribution to each deficiency is not significant.

Described below are the intersection impacts and recommended mitigation measures necessary to maintain an acceptable level of service and intersection operations under project conditions. It is anticipated that the improvements specified within the mitigation measures may be included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program as this program is regularly updated to include new projects over the buildout period of Santana Ranch. However, as explained more fully above, under the analysis of Impact 3.13-1, the County has determined that the TIF program will be required to be updated prior to issuance of any building permits for the project, which may include identification of specific improvements and revision of the TIF fee.

Although it is anticipated that the TIF program and impact fee will be updated to reflect the higher density of the project, in the event this update does not occur or the update occurs but either: (1) does not include all identified improvements and/or (2) does not ensure the construction of the identified improvements prior to when the need for said improvements is triggered, the County has indicated its intention to establish a Benefit Area for the Santana Ranch project, as an alternative means to collect funds and establish a program to contribute towards the identified improvements that may not otherwise be covered by the TIF fee. The County has also indicated that it will require, as a condition of approval of the first tentative map for the project, that the developer cooperate in the forming of such a benefit district, in the event and to the extent that the TIF has not been updated to reflect all the identified improvements to be constructed in a timely manner. Under either approach, the project will be required to contribute a fair-share contribution, based on its pro rata contribution of trips, toward the identified future improvements.

Described below are the intersections at which the project's contribution toward the cumulative impact will be significant and the recommended improvements to mitigate the project's cumulative impacts to the extent feasible. However, as discussed further below, because the proposed mitigation cannot ensure the timely construction of the identified improvements, the project's cumulative impacts to the identified intersections are **significant and unavoidable.**

Fairview Road/Ridgemark Drive and Airline Highway. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. This is a **potentially significant cumulative impact**.

MM 3.13-3a: Signalization of this intersection will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution

(based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Fairview Road and Meridian Street. The traffic volume at this intersection is projected to be high enough under PM peak-hour conditions to satisfy the peak-hour volume traffic signal warrant. Although the levels of service at this intersection are in the LOS B and C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic. This is a **potentially significant cumulative impact**.

MM 3.13-3b: Signalization of this intersection will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Memorial Drive and Hillcrest Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. This is a **potentially significant cumulative impact**.

MM 3.13-3c: Signalization of this intersection, the addition of dedicated left-turn lanes on all four approaches, and the operation of the traffic signal with protected left-turn phasing will maintain acceptable traffic conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Union Road/Mitchell Road and Highway 156. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours. This is a **potentially significant cumulative impact**.

MM 3.13-3d: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road/Mitchell Road approaches, adding a second northbound left-turn lane, adding an exclusive southbound left-turn lane, and adding a second through lane in each direction on Highway 156 will restore acceptable traffic operations. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements

are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Highway 25 Bypass and Hillcrest Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during the PM peak hour. This is a **potentially significant cumulative impact**.

MM 3.13-3e: Adding a second westbound through lane on Hillcrest Road will restore acceptable traffic operations. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Cumulative impacts to the following intersections are also considered to be **potentially cumulatively significant impacts,** as previously discussed in the Project Impacts section, as indicated:

Cienega Road and Union Road. Under cumulative conditions this intersection is projected to operate at LOS F during the AM and PM peak-hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in **MM 3.13-1d.** However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Highway 25 and Wright Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in **MM 3.13-1b.** However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Airline Highway and Union Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during the PM peak hour. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in **MM 3.13-1a.** However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Valley View Road and Sunnyslope Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during both the AM the PM peak hours. Signalizing this intersection and providing a westbound left-turn pocket and a separate northbound left-turn pocket will restore acceptable traffic conditions to this intersection. Prior to issuance of the 145th building permit for the project, the developer shall construct the required signal and turn pocket improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible, as identified in **MM 3.13-1g.** With implementation of the above mitigation measure, this impact would be **less than significant with mitigation incorporated.**

Impact 3.13-4 *East Street and Fourth Street.* Under cumulative conditions the intersection of East Street and Fourth Street is projected to operate at LOS F during the AM and PM peak-hours and the PM peak-hour traffic volume is projected to be high enough to meet the traffic signal warrant. This is a **potentially cumulatively significant impact.**

MM 3.13-4 Signalizing this intersection will restore acceptable traffic conditions to this intersection. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable**.

Impact 3.13-5 *Fairview Road and Fallon Road*. Under cumulative conditions the intersection of Fairview Road and Fallon Road is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. This is a **potentially cumulatively significant impact.**

MM 3.13-5 Signalization of this intersection and protected left-turn phasing on Fairview Road will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Impact 3.13-6 *Highway 156 and Fairview Road.* Under cumulative conditions, the intersection of Highway 156 and Fairview Road will operate at an unacceptable level of service F during the PM peak hour. This is a **potentially cumulatively significant impact.**

MM 3.13-6 Dedicated right-turn lane on the northbound Highway 156 approach would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward

improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Impact 3.13-7 *McCray Street and Hillcrest Road.* Under cumulative conditions, the intersection of McCray Street and Hillcrest Road will operate at an unacceptable level of service. This is a **potentially cumulatively significant impact.**

MM 3.13-7 Modification of the existing traffic signal to include protected left-turn phasing on the east and west approaches and adding a dedicated right-turn lane on both Hillcrest Road approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Impact 3.13-8 *San Benito Street and South Street.* Under cumulative conditions, the intersection of San Benito Street and South Street will operate at an unacceptable level of service. This is a **potentially cumulatively significant impact.**

MM 3.13-8 Conversion of all approaches at the intersection to have one left-turn lane, one through lane, and one right-turn lane, and conversion of the existing traffic signal to operate with protected left-turn phasing on all approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Impact 3.13-9 *San Felipe Road and McCloskey Road/Wright Road.* Under cumulative conditions, the intersection of San Felipe Road and McCloskey Road/Wright Road will operate at an unacceptable level of service. This is a **potentially cumulatively significant impact.**

MM 3.13-9 Signal modifications to include protected left-turn phases and provision of a dedicated through lane and a dedicated right-turn lane on the McCloskey Road/Wright Road approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the

applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Impact 3.13-10 *Westside Boulevard and Nash Road.* Under cumulative conditions, the intersection of Westside Boulevard and Nash Road will operate at an unacceptable level of service. This is a **potentially cumulatively significant impact.**

MM 3.13-10 The provision of one left-turn lane and one shared through/right-turn lane on all approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered **significant and unavoidable.**

Parking Capacity

Impact 3.13-11 Buildout of the proposed project will result in a need for on-site parking facilities. The project will have a **less than significant** parking impact.

The proposed project will generate the need for parking to serve the proposed uses. The specific layout for the Neighborhood Commercial center has not yet been identified. However, adequate parking will be able to be provided, given that the proposed Neighborhood Commercial center square footage of 65,000 square feet will result in less than 25% lot coverage for the approximately 260,000 commercial parcel, which leaves sufficient available room for on-site parking. In addition, the project will be required to provide sufficient on-site parking supply for all proposed uses within the project, which meets County standards set forth in Title 25 (Zoning Ordinance), Chapter 25.31, Parking Regulations, of the San Benito County Code. Parking capacity will be reviewed through the County Design Review process provided for in Section 8.1.6 of the Specific Plan to ensure County standards are satisfied.

Bicycle and Pedestrian Facilities

The project includes a network of internal bike lanes and pedestrian walkways along planned roadways. Direct bicycle and pedestrian access will be provided between all residential neighborhoods, including the commercial areas within the project. This access network will be connected to the proposed Class 1 bike lane and pedestrian path along the Fairview Road frontage indicated in the 2009 Draft San Benito County Bikeway and Pedestrian Master Plan at specified intervals, allowing for convenient access to services and destinations within the Hollister area and the project site. In addition, the Santana Ranch Specific Plan contains the following Bikeway and Pedestrian Parkway polices in **Section 4.7, Circulation Policies:**

- A minimum of one local residential street connection shall be provided between each adjacent Neighborhood shown in Figure 2-1 (Land Use Map) to ensure convenient and direct pedestrian connectivity between all residential Neighborhoods.

- All bike trails shall be constructed according to standards set forth in the "Bikeway Planning and Design" section of the California Department of Transportation Highway Design Manual.

- The bike and pedestrian ways shall be constructed and landscaped by the fronting property owner/developer concurrently with the development of the fronting parcel. The design of all street landscape corridors, sidewalks, pedestrian access points and bikeways shall be consistent with the design standards set forth in Article 7 of the Specific Plan. The timing of sidewalk construction shall be coordinated with the site grading and improvements construction to minimize damage to the sidewalk and bike trail pavement.

- Pedestrian openings at Hillcrest Road, Sunnyslope Road and at the Neighborhood Commercial center shall be provided.

- A pedestrian connection shall be provided through the Community Park and adjacent residential use to the north end of the Neighborhood Commercial use. A distinct, paved point of entry from the bike trail and bike parking area shall be provided near the north end of the Commercial use site.

- The bike/pedestrian way along Fairview Road shall be designed to connect to regional bikeways identified in the City of Hollister Parks and Recreation Master Plan and the Hollister Bike Plan, and the San Benito County Bike and Pedestrian Master Plan.

The project will include bicycle path connections to the existing and planned bikeway path network consistent with the 2009 Draft Bikeway and Pedestrian Master Plan, as set forth in the Santana Ranch Specific Plan. Further, the project will provide a comprehensive system of internal bicycle and pedestrian paths providing alternative access throughout the project, consistent with the Draft Master Plan objectives to provide such facilities within development projects. Therefore, **the project is anticipated to have beneficial impacts** by facilitating programs supporting alternative transportation, consistent with Policies in the General Plan listed within **Section 3.13.2**, above.

Public Transit Facilities

Transportation objectives discussed in the San Benito County General Plan indicate that transportation options should be available where practical to persons without access to an automobile. The project will include bus turnouts near the northeast corner of Fairview Road and Sunnyslope Road, Fairview Road and Hillcrest Road, and other locations within the project as approved by the San Benito County Public Works Director. While no fixed-route transit serves the project site presently, the proposed bus turnouts will facilitate future extension of the existing fixed transit route network if and when demand conditions justify route extension. The current Short Range Transportation Plan adopted by the San Benito County Council of Governments does not include plans to extend service. However, it is anticipated that this plan will be updated within the next three years to provide for fixed service transit to the project site (Mary Dinkuhn, Transportation Planning Manger, 10/28/08).

County Express provides responsive fixed route bus and demand responsive/reservation public transportation services to Hollister and the immediate area surrounding the City. The fixed route system features six routes but none of these routes currently serve the project site. The nearest bus stop is located at the intersection of Hillcrest and Memorial Drive, approximately one mile west of the project site.

County Express currently provides a Dial-a-Ride service to all areas more than one-half mile from fixed route bus stops. This will include the project site. Dial-a-Ride serves both the general public and persons with disabilities, on a reservation basis. Although the project site is expected to add 3,549 persons to the Dial-a-Ride service area, this growth will occur over an approximately 10-year period, during which time fixed route bus service is expected to be extended to serve the project site. For this reason, the Dial-a-Ride service should not experience an immediate and overwhelming demand for additional service.

Because the fixed route bus service is expected to be extended to the project site when demand conditions justify; bus turnout facilities will be included with the project's roadway improvements; and the Dial-a-Ride service is able to serve the project site presently, the project will have **less than significant impacts** to public transit facilities.

REFERENCES/DOCUMENTATION

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County of San Benito. *Zoning Ordinance* (San Benito County Code, Title 25).

City of Hollister. General Plan, Circulation Element. Adopted December, 2005

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San Benito County Council of Governments. Official website. http://www.sanbenitocog.org/. Site accessed September 20, 2008.

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Hexagon Transportation Consultants, Inc. *Santana Ranch Specific Plan Transportation Impact Analysis*. August 8, 2008, as supplemented on March 3, 2010.

Hatch Mott MacDonald . *Peer Review of the Santana Ranch Specific Plan Traffic Impact Analysis.* September 26, 2008, as supplemented on March 10, 2010.