3.14
TRAFFIC AND CIRCULATION

This section of the Draft 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 April 29, 2011, and a supplemental letter dated June 13, 2011 (collectively hereinafter "traffic report"). This analysis was prepared on behalf of the project applicant, in consultation with the County of San Benito Public Works Department and the Planning Department and was peer reviewed on behalf of the County by the traffic engineering firm of Fehr & Peers. The traffic report and supplemental letter are found in Appendix K of this Draft EIR.

3.14.1 EXISTING SETTING

Roadway Network

The project site is located at the intersection of Fairview Drive and Airline Highway (State Route 25), approximately 13 miles east of U.S. 101. Regional access to the site is provided by State Route 25 and State Route 156. Local access is provided by Union Road, Fairview Road, Airline Highway (State Route 25), Hillcrest Road, Sunnyslope Road, and other local streets. These facilities are described below and shown on Figure 30, Area Roadways.

Highways

State Route 25 is a two-lane highway that carries regional traffic between Gilroy and Hollister. This route begins at its junction with U.S. 101 in Gilroy and extends south through Hollister towards Paicines, traversing the entire length of San Benito County southbound through Tres Pinos, Paicines and to the southern County boundary at the junction of State Route 198 near

King City. In Hollister, State Route 25 includes Airline Highway and Bolsa Road. Caltrans classifies this route as a minor arterial, and the route is primarily a rural, two-lane facility, except for a three-mile section that runs through the City of Hollister, where it is six and four lanes. A portion of State Route 25 between State Route 198 (south) and State Route 156 is eligible for designation as a State Scenic Route. State Route 25 is the primary commuter route between Hollister and Gilroy and through Hollister. Within the City of Hollister, State Route 25 runs in a generally north-south direction from the intersection of Sunnyslope Road to San Felipe Road and the State Route 156 Bypass north of the City.

State Route 156 is a two-lane highway that carries regional traffic between U.S. 101 and Highway 152. State Route 156 is a major roadway for trucks traveling between U.S. 101 and Interstate 5. State Route 156 traverses northern San Benito County in an easterly direction from U.S. 101 (west) through San Juan Bautista and Hollister before turning northeast to the San Benito-Santa Clara County line where it connects with State Route 152. From U.S. 101 to The Alameda (intersection with 3rd Street at San Juan Bautista), State Route 156 is a four-lane expressway, before it narrows into a conventional two-lane rural highway toward Hollister. In the Hollister area, State Route 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County line. The State Route 156 Bypass is aligned to the east of downtown Hollister.

Arterial Roadways

The arterial street and road system primarily provides for vehicular movement through or between regions. Within urbanized areas, these facilities provide access to major activity areas and accommodate pedestrian and bicycle use. Arterial streets and roads usually have relatively high traffic volumes and travel speeds, which limit pedestrian and bicycle use. Arterial streets have limited parking opportunities or parking is prohibited altogether. Arterial roadways are defined in the San Benito County General Plan as roads that ". . . carry larger volumes of traffic than the nearby streets and may be two to six lanes. The efficient movement of traffic to other major road systems and feeder streets is the primary function of the arterial. Direct access to adjoining property is not a function of an arterial." (San Benito County General Plan, Transportation Element, Transportation Plan, p. 6.) Arterial roadways in the vicinity of the project site are Hillcrest Road, Sunnyslope Road, Fairview Road, and Union Road.

Hillcrest Road. 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 State Route 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.

Not to Scale

Source: Hexagon Transportation Consultants, Inc. 2010

Figure 30

Area Roadways

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.

Sunnyslope Road. Sunnyslope Road is an east-west arterial that extends from Fairview Road to the southern terminus of the State Route 25 Bypass at its common intersection with Airline Highway (State Route 25), 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 State Route 25 Bypass and Airline Highway (State Route 25), it is a four-lane roadway.

Fairview Road. In the vicinity of the project site, Fairview Road is a two-lane north-south arterial that is situated on the east edge of Hollister. Fairview Road provides access to Airline Highway (State Route 25) to the south and to State Route 25 and State Route 156 to the north. Fairview Road forms the western boundary of the project site.

Union Road. Union Road is a two-lane arterial in south Hollister that extends from State Route 156 to beyond Airline Highway (State Route 25), where it terminates.

Collector Roads

Collector streets and roads primarily provide vehicular, pedestrian, and bicycle movement between residential, commercial, and industrial neighborhoods. Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle use. Collector streets have limited on-street parking opportunities. Collector roads are defined in the San Benito County General Plan as roads that ". . . have the function of guiding traffic from local streets or rural access roads and channeling it to arterials. Average trip lengths and travel speeds are generally less than on arterial routes. Collector streets may also serve local bus roads. The provision of direct property access is also a function of a collector road." (San Benito County General Plan, Transportation Element, Transportation Plan, p. 6.) John Smith Road is a collector road in the vicinity of the project site.

Local Streets and Roads

The local street and road system primarily provides for vehicular, pedestrian, and bicycle movement within neighborhoods. Moderate to high traffic volumes and low travel speeds are consistent with the highest level of pedestrian and bicycle use. Main streets typically have on-street parking opportunities, including diagonal parking stalls, for commercial uses. Local streets and roads are defined in the San Benito General Plan as roads that ". . . provide direct access to collectors and arterials. They offer the lowest level of mobility and rarely carry bus routes. Through traffic is discouraged and travel on local roads is generally over short distances." (San Benito County General Plan, Transportation Element, Transportation Plan, p. 6.) Local streets in the vicinity of the project site include Cielo Vista Drive and other local streets within the Cielo Vista residential subdivision to the west, Old Ranch Road to the north, and Harbern Way to the east.

Private Roads

Private roads are defined in the San Benito County General Plan as follows: "Many local access roads and streets are privately owned and maintained roads in order to restrict access to the general public, residents do not want their local streets to become part of the county or city systems. Although the roads are private, in new subdivisions/development the roads must still be constructed to County standards." (San Benito County General Plan, Transportation Element, Transportation Plan, p. 6.) Ridgemark Drive to the south of the project site is an example of a private road in the vicinity of the project.

Site Access

Fairview Road is the roadway adjacent to the project site. Other primary existing roadways in the vicinity include Airline Highway (State Route 25), Sunnyslope Road, and John Smith Road. As noted above, Fairview Road is a major north-south arterial road on the east side of Hollister linking Airline Highway (State Route 25) with State Route 156 and State Route 152 to the northeast. Cielo Vista Drive is a neighborhood street that leads west from Fairview Road into the Cielo Vista residential subdivision. As discussed further below, Cielo Vista Drive would be extended east into the project site as part of the proposed project. The project site is vacant; there are no roads on the site.

Existing Traffic Levels of Service

The intersections and roadway segments studied in the traffic report (Hexagon 2011) were selected for evaluation by the project traffic engineer in consultation with the County of San Benito Public Works Department. The study included an analysis of traffic conditions for nine signalized intersections, nine unsignalized intersections, an anticipated future intersection of Fairview Road and Union Road (approved, but not yet constructed), and two highway segments (Hexagon 2011). Union Road will be extended from its current termination point, east of Airline Highway (State Route 25), eastward, and connected to Fairview Road. This roadway improvement is assumed to be constructed as part of the Award Homes Project. The potential impacts of the project on the study intersections were evaluated in accordance with the applicable standards set forth by San Benito County, the City of Hollister, and Caltrans. The traffic study was prepared using methodologies outlined in the Caltrans' *Guidelines for the Preparation of Traffic Studies,* the *2000 Highway Capacity Manual*, and the *2010 Manual on Uniform Traffic Control Devices.*

Traffic conditions were analyzed for the weekday AM and PM peak hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period, and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on an average weekday.

Intersections and Roadway Segments

The study intersections are listed below and shown in Figure 30, Area Roadways.

1. Fairview Road/Ridgemark Drive and Airline Highway (State Route 25)
2. Enterprise Road and Airline Highway (State Route 25)
3. Fairview Road and Cielo Vista Drive/Project Driveway
4. Fairview Road and Union Road (future intersection)
5. Valley View Road and Union Road
6. Airline Highway (State Route 25) and Union Road
7. Southside Road and Union Road
8. San Benito Street and Union Road
9. Union Road/Mitchell Road and State Route 156
10. Airline Highway (State Route 25) and Sunset Drive
11. McCray Street/State Route 25 Bypass and Sunnyslope Road/Tres Pinos Road
12. Valley View Road and Sunnyslope Road
13. Fairview Road and Sunnyslope Road
14. Fairview Road and Hillcrest Road
15. Memorial Drive and Hillcrest Road
16. State Route 25 Bypass and Hillcrest Road
17. McCray Street and Hillcrest Road
18. Fairview Road and Santa Ana Road
19. Fairview Road and McCloskey Road

The traffic analysis also studied project-related impacts on the following highway segments:

1. State Route 25, between U.S. 101 and State Route 156; and
2. State Route 156, between Union Road and The Alameda.

Traffic conditions were evaluated for the following scenarios (Hexagon 2011):

Scenario 1: Existing Conditions. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts conducted in May and June 2010. Additionally, some information from counts conducted in 2006 is included in the discussion of existing conditions at intersections near schools (see discussion below), in order to further validate traffic conditions.

Scenario 2: Existing With-Project Conditions. Existing with-project conditions (also referred to as Project conditions) were developed by adding to existing traffic volumes the traffic that would be generated by the project. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: Cumulative Conditions. Cumulative conditions represent future traffic volumes on the future roadway network that would result from traffic growth projected to occur by 2023; this planning horizon is based on a set of population, housing and employment projections that were developed using the relevant local land-use designations, County and other state, regional and local projections of population and employment growth, and the constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG 2008). As discussed below, this scenario includes traffic associated with the approved Santana Ranch, Award Homes, and Gavilan College projects, among others.

Existing Conditions

Existing conditions are represented by existing peak-hour traffic volumes on the existing roadway network. The traffic report obtained existing traffic volumes from recent (2010) traffic counts. As discussed in the traffic report, existing weekday AM and PM peak-hour traffic volumes were obtained from recent and available intersection turning movement counts. Because the counts for a number of intersections were taken during summer, after the normal school session was finished, a comparison with counts taken in 2006 during the school year and in the summer period was conducted for the following four intersections (which are the nearest to the schools) in order to further validate the counts.

- Valley View Rd & Union Rd;
- Union Rd/Mitchell Rd & Hwy 156;
- McCray St/Hwy 25 Bypass & Sunnyslope Rd/Tres Pinos Rd; and
- Hwy 25 Bypass & Hillcrest Rd.

This analysis found that the AM peak-hour volumes were approximately 21 percent higher when school is in session, and the PM peak-hour volumes were approximately the same during the

school year and the summer. Accordingly, the traffic analysis accounted for this 21 percent difference by adjusting upward the 2010 AM counts at the four above-referenced intersections (i.e., those nearest to the schools) by 21 percent.

Turning movements and existing traffic volumes at the study intersections are presented in Figure 31, Existing Lane Configurations, and Figure 32, Existing Traffic Volumes.

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 Table 30, Signalized Intersection Levels of Service Definitions Based on Control Delay and Table 31, Unsignalized Intersection Levels of Service Definitions Based on Control Delay.

Existing Intersection LOS

Intersection LOS is presented in Table 32, Existing Intersection Levels of Service.

Based on existing traffic volumes, all study intersections operate at LOS C or better under existing conditions with the exception of the intersection of Union Road/Mitchell Road and State Route 156, which operates at LOS D during the AM peak hour. The average delay for motorists using this signalized intersection is about 37.3 seconds.

Existing Signal Warrants

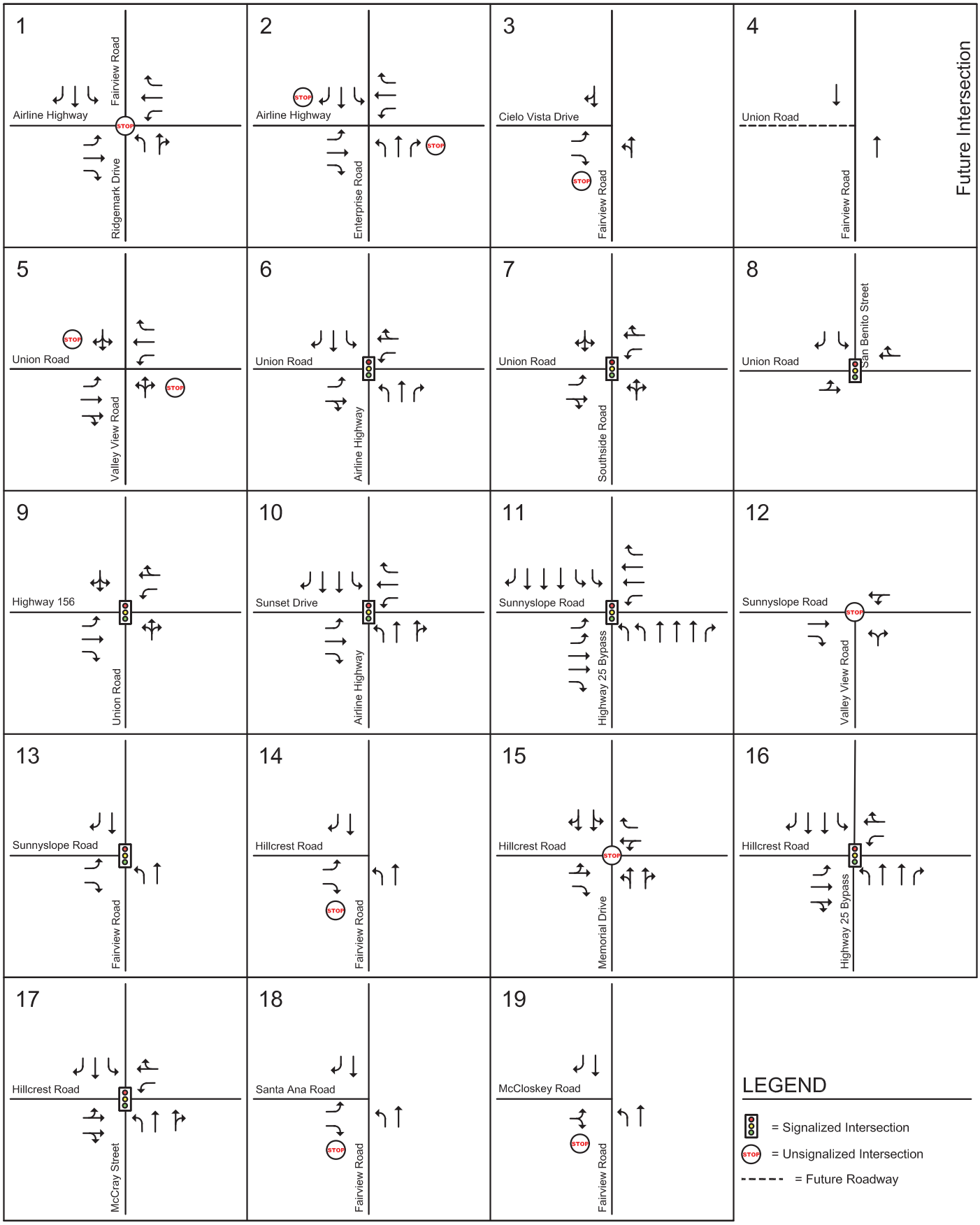
Existing peak-hour traffic signal warrant analysis was also conducted to determine if existing peak-hour traffic volumes are high enough at unsignalized study intersections to warrant installation of traffic signals. It is important to note, however, that peak-hour warrant analysis should not serve as the only basis for deciding whether or not, or when, to install a signal. To make this decision, the full set of warrants should be investigated based on field-measured, rather than forecasted, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely on the warrants, since the installation of signals can also lead to certain types of collisions.

Table 33, Existing Peak-Hour Traffic Signal Warrant Results presents the results of the peak-hour signal warrant checks.

Table 30 Signalized Intersection Levels of Service Definitions Based on Control Delay

Level of Service	Description	Avg 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 volume to capacity (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: Hexagon Transportation Consultants, Inc. (2011)



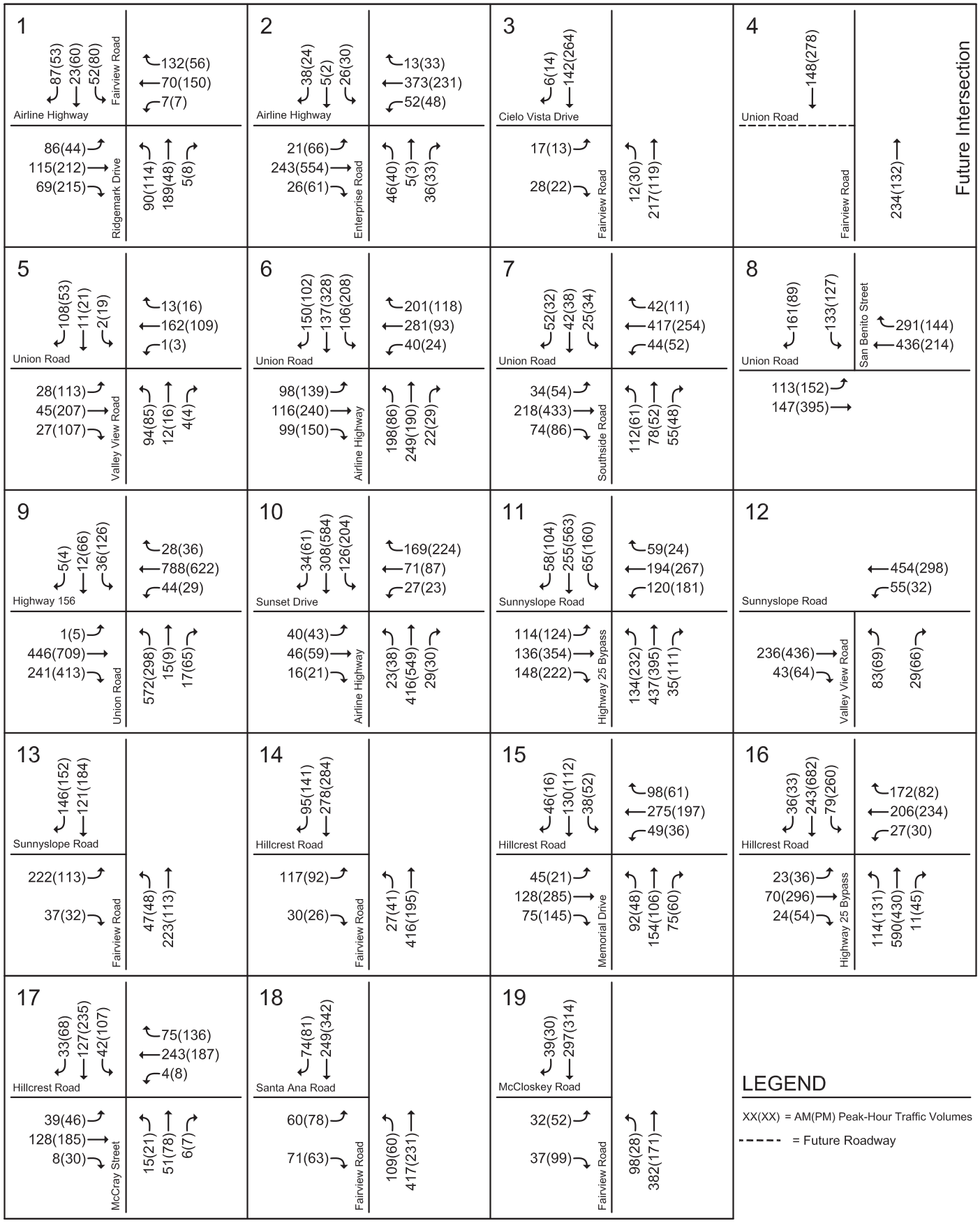
Source: Hexagon Transportation Consultants Inc. 2011

Figure 31

Existing Lane Configurations

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.



Source: Hexagon Transportation Consultants Inc. 2011

Figure 32

Existing Traffic Volume

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.

Table 31 Unsignalized Intersection Levels of Service Definitions Based on Control Delay

Level of Service	Description	Avg 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.	25.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, 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 over saturation and poor progression.	Greater than 50.0

Source: Hexagon Transportation Consultants, Inc. (2011)

Table 32 Existing Intersection Levels of Service

Intersection	Existing Int. Control	Peak Hour	Count Date	Avg. Delay	LOS
Fairview Rd./Ridgemark Dr. and Airline Hwy.	All-Way Stop [2]	AM	5/12/10	10.5	B
		PM	5/12/10	11.4	B
Enterprise Rd. and Airline Hwy.	Two-Way Stop[1]	AM	5/20/10	15.9	C
		PM	5/20/10	21.7	C
Fairview Rd. and Cielo Vista Dr. Project Driveway	One-Way Stop [1]	AM	5/20/10	9.8	A
		PM	5/20/10	10.5	B
Fairview Rd. and Union Rd. [3]	Future Signal	AM	-	-	-
		PM	-	-	-
Valley View Rd. and Union Rd.	Two-Way Stop [1]	AM	6/10/10	13.3	B
		PM	6/2/10	20.1	C
Airline Hwy. and Union Rd.	Signal	AM	5/13/10	33.6	C
		PM	5/13/10	31.8	C

Southside Rd. and Union Rd.	Signal	AM	5/19/10	13.9	B
		PM	5/19/10	12.7	B
San Benito St. and Union Rd.	Signal	AM	6/6/06	10.7	B
		PM	6/6/06	10.8	B
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	6/8/10	**37.3**	**D**
		PM	6/8/10	30.8	C
Airline Hwy. and Sunset Dr.	Signal	AM	5/27/10	12.0	B
		PM	6/3/10	11.6	B
McCray St./Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	6/9/10	28.1	C
		PM	6/9/10	30.1	C
Valley View Rd. and Sunnyslope Rd.	All-Way Stop [2]	AM	5/25/10	13.5	B
		PM	5/27/10	13.3	B
Fairview Rd. and Sunnyslope Rd.	Signal	AM	5/19/10	10.9	B
		PM	5/19/10	9.8	A
Fairview Rd. and Hillcrest Rd.	One-Way Stop [1]	AM	5/18/10	17.0	C
		PM	5/18/10	13.3	B
Memorial Dr. and Hillcrest Rd.	All-Way Stop [2]	AM	5/26/10	13.5	B
		PM	5/26/10	12.4	B
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	6/8/10	24.7	C
		PM	6/8/10	25.8	C
McCray St. and Hillcrest Rd.	Signal;	AM	6/3/10	25.4	C
		PM	6/9/10	27.7	C
Fairview Rd. and Santa Ana Rd.	One-Way Stop [1]	AM	5/13/10	14.6	B
		PM	5/13/10	13.8	B
Fairview Rd. and McCloskey Rd.	One-Way Stop [1]	AM	5/12/10	14.6	B
		PM	5/12/10	12.5	B

Source: Hexagon Transportation Consultants, Inc. (2011)

Notes:

1. The reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
2. The reported delay and corresponding LOS for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
3. Future intersection.

Entries denoted in **bold** indicate conditions that exceed the applicable LOS of service standard.

Table 33 Existing Peak-Hour Traffic Signal Warrant Results

Intersection	AM Warrant Met ?	PM Warrant Met?
Fairview Road/Ridgemark Drive and Airline Highway (State Route 25)	**Yes**	**Yes**
Enterprise Road and Airline Highway (State Route 25)	No	No
Fairview Road and Cielo Vista Drive/Future Project Entrance	No	No
Valley View Road and Union Road	No	No
Valley View Road and Sunnyslope Road	No	No
Fairview Road and Hillcrest Road	**Yes**	No
Memorial Drive and Hillcrest Road	No	No
Fairview Road and Santa Ana Road	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No

Source: Hexagon Transportation Consultants, Inc. (2011)

Note: Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition. Entries noted in **bold** indicate conditions that are high enough to satisfy peak-hour signal warrants.

As shown in Table 33, peak-hour traffic volumes are high enough to satisfy peak-hour signal warrants at the following three intersections under existing conditions:

1. Fairview Road/Ridgemark Drive and Airline Highway (State Route 25);
2. Fairview Road and Hillcrest Road; and
3. Fairview Road and Santa Ana Road.

Existing Highway LOS

Highway Segment Level of Service Standards and Methodologies. As prescribed in Chapters 12 and 20 of the 2000 Highway Capacity Manual, the LOS for two-lane, two-way rural highway segments is determined based on two measures of effectiveness: (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 LOS methodology categorizes highways into two categories for analysis:

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

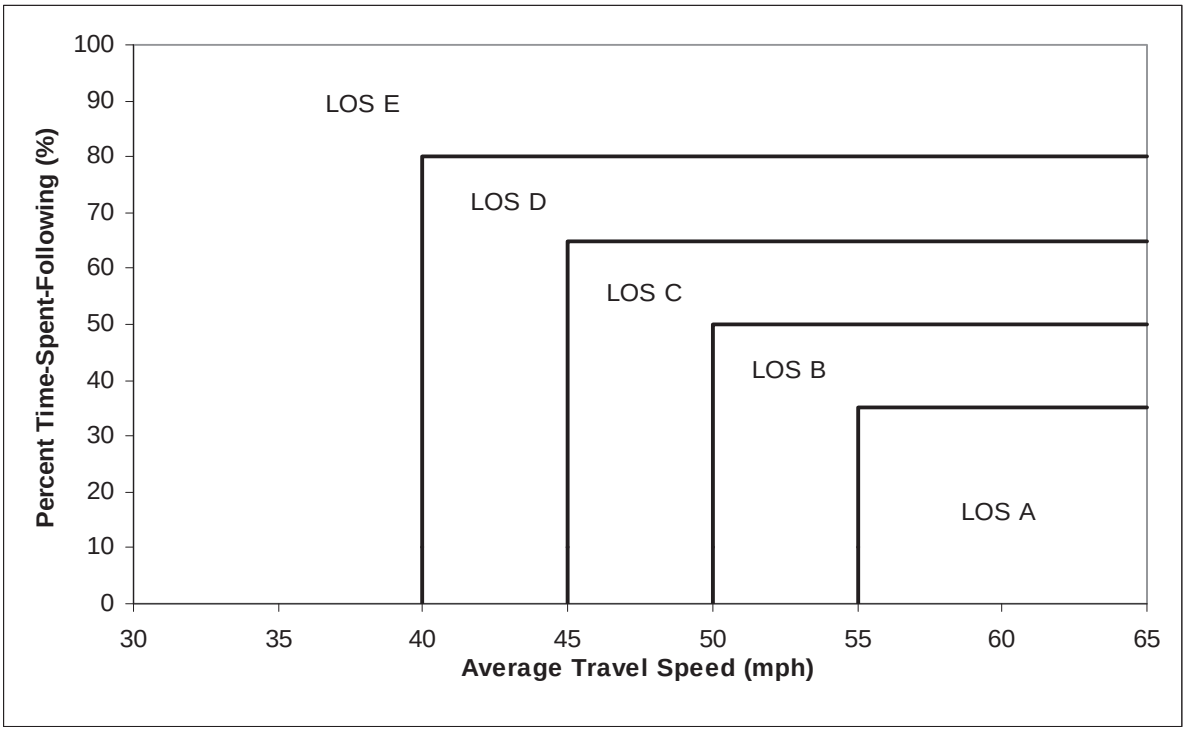
Both highways in the vicinity of the project site are classified as Class I highways. Table 34, LOS Criteria for Class I Two-Lane Highways, presents the LOS criteria for Class I two-lane highways.

Highway Levels of Service under Existing Conditions. Existing peak-hour LOS was assessed for State Route 25, between U.S. 101 and State Route 156; and State Route 156, between Union Road and The Alameda (San Juan Bautista). Existing highway segment levels of service for the project study segments are summarized in Table 35, Existing Two-lane Highway Levels of Service. As shown in Table 35, the results indicate that both highway segments operate at LOS E, which exceeds the Caltrans threshold of LOS C.

Existing Transit

Both short-range and long-range transit planning is conducted by the San Benito County Local Transportation Authority in coordination with the Council of San Benito County Governments (San Benito COG). Transit providers in San Benito County include County Express and Jovenes de Antaño's specialized transportation services, Caltrain (located in Gilroy but also serving San Benito County users), public school bus operators, and taxi services (San Benito COG 2010).

Table 34 LOS Criteria for Class I Two-Lane Highways



Source: Hexagon Transportation Consultants, Inc. (2011)

Table 35 Existing Two-lane Highway Levels of Service

Highway Segment	Percent Time-Spent-Following	LOS
SR 25 – Between US 101 and SR 156	AM Peak-Hour: **87.1%**	E
	PM Peak-Hour: **88.3%**	E
SR 156 – Between The Alameda and Union Road	AM Peak-Hour: **89.8%**	E
	PM Peak-Hour: **92.8%**	E

Source: Hexagon Transportation Consultants, Inc. (2011)

County Express operates three fixed routes, complementary ADA para-transit service, Inter-county service, and a general public Dial-A-Ride. Fixed-route service does not currently extend to the project site. The fixed-route bus stops nearest to the project site are located at the Hazel Hawkins Memorial Hospital near the intersection of Airline Highway (State Route 25) and Sunset Drive, and at Sunnyslope Elementary School, each of which is about 2.5 miles from the project site. Dial-A-Ride services are available to areas within ¾ mile of any fixed route within the service area and extend southward to Tres Pinos, which would include the project site.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities are divided into three classes of service. Class I bikeways are bike paths that are on paved rights of way, physically separated from any motor vehicle travel lanes, and that offer two-way bicycle travel. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings for one-way travel. Class III bikeways are bike routes shared with pedestrian or vehicle travel lanes and are marked only by roadway signs. (San Benito County Bikeway and Pedestrian Master Plan (2009), p. 3.1.)

There are no bicycle lanes or pedestrian facilities on either Fairview Road or Airline Highway (State Route 25) in the vicinity of the project site. The project frontage on Fairview Road currently does not have sidewalks. The locations of existing bicycle and pedestrian facilities in the vicinity of the project site are shown on Figure 33, Existing and Pedestrian Bicycle Facilities. These bikeway and pedestrian facilities are located on the following roads:

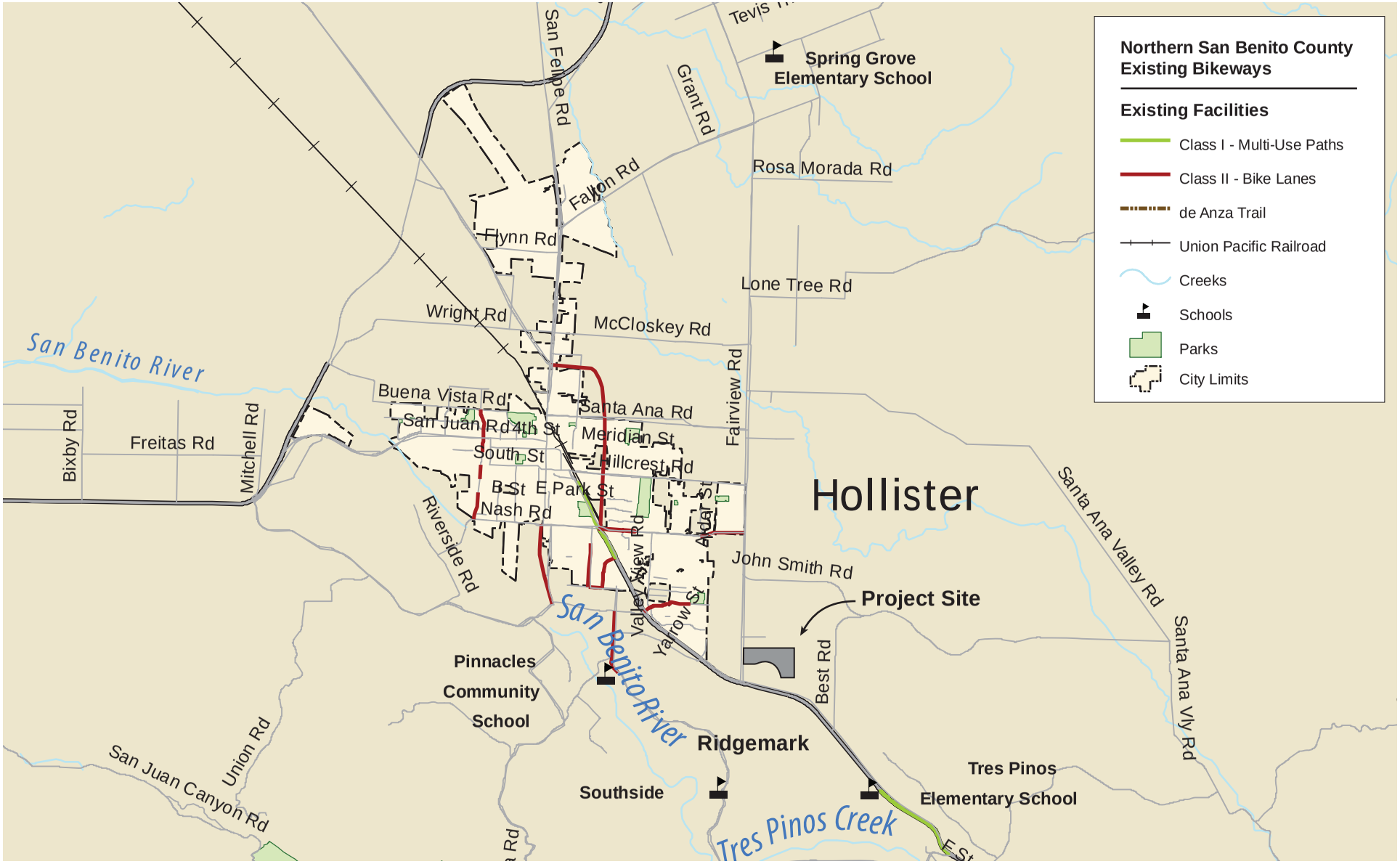
- Fairview Road between Hillcrest Road and Sunnyslope Road;
- State Route 25, south from Tres Pinos School to Southside Road in Tres Pinos;
- Union Road between State Route 25 and Calistoga Drive;
- Sunnyslope Road between State Route 25 Bypass and Memorial Drive, then from Cerra Vista Road to Fairview Road;
- State Route 25 Bypass between San Felipe Road and Sunset Drive;
- San Benito Street between Nash Road and Union Road; and
- Southside Road between north of Union Road and south of Hospital Road.

3.14.2 Regulatory Setting

Regional Transportation Planning

Council of San Benito County Governments (San Benito COG)

The 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, the Cities of Hollister and San Juan Bautista. As the federally designated Metropolitan Planning Organization and the state-designated Regional



Source: San Benito County Bike and Pedestrian Master Plan 2009

Figure 33
Existing Bicycle Facilities

This side intentionally left blank.

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, the 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) blueprint for the region's transportation network, and encompasses projects for all types of travel, including aviation and freight movement. The RTP identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities.

San Benito County General Plan

The following San Benito County General Plan goals, objectives, and policies are relevant to the proposed project regarding transportation and circulation impacts:

Transportation Element

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.

Objective 1. Provide for a balanced, safe and efficient transportation system to serve all segments of the County.

Objective 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.

Objective 3. The intensity of road development should correspond to the volume the road carries and the areas through which the road travels.

Objective 4. Transportation options should be available where practical to persons without access to an automobile.

Objective 5. Non-motorized forms of travel (i.e. horses, bicycles, walking) should be encouraged whenever possible.

Objective 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.

Objective 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 of 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 7. To preserve the capacity of existing and future arterial and state highways in the County, access to these major roads shall be limited to collectors, arterials and state highways intersecting the roadways. Exceptions may be allowed only in cases where there is not an existing major road within a quarter mile.

Policy 8. New subdivisions/developments shall be designed to utilize existing roads and minimize the construction of new driveways onto those 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 16. All new development proposals/subdivisions shall be consistent with and implement policies regarding transit in the San Benito County Regional Transportation Plan.

Policy 19. Improve the efficiency of road networks by increasing the number of occupants per car and promoting alternative modes of transportation.

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

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 population.

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

Safety Element

Policy 1. Roads should be of adequate capacity for use in times of emergency.

a. In accordance with Government Code Section 65302(i), the County hereby establishes a minimum all weather road width for private driveways serving two or more units as 16 feet.

Policy 3. It will be the County's policy to require that lands which are subdivided and developed in the future to residential or commercial uses be designed and constructed in such a manner that […] [r]oads which are suitable for safe passage for emergency vehicles, legible street name signs and two means of access to all parcels except on those with cul-de-sacs 600 feet or less.

a. The County will adopt minimum street standards in the subdivision ordinance which will provide a 16-foot all weather road width for private driveways.

City of Hollister General Plan

The following policies from the City of Hollister General Plan, Circulation Element and Land Use Element, are being considered in this EIR because a number of roadway intersections within the City are included in the traffic impact analysis for the project given their location near the project site.

C1.1. LOS C or Better Arterial Roads. 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.

C1.2. Sub-Standard Roads. Determine the most practical (cost effective) means for bringing segments/intersections into compliance with the LOS

standard when it has been determined that one more segments/ intersections along the designated arterial system is operating at LOS D or worse (below the City standard).

C2.1. Bicycle Facilities. Cooperatively work with COG, Caltrans, and San Benito County to develop, implement and maintain bicycle facilities providing direct access to major public facilities, schools and employment centers as described in the San Benito County Bicycle Master Plan.

C2.3. Pedestrian Connections. Work with local businesses, private developers, and public agencies to ensure provision of safe pedestrian pathways to major public facilities, schools and employment centers. Require new developments to provide internal pedestrian connections and linkages to adjacent neighborhoods and community facilities.

LU4.4. Streets, Paths and Bikeways. Ensure that streets, paths and bikeways contribute to the system of a fully connected transportation network.

LU4.8. Pedestrian Environment. Design safe, accessible, convenient, comfortable and functional pedestrian crossings, intersections, sidewalks, street plantings, street furniture and traffic signals.

San Benito County Bikeway and Pedestrian Master Plan

The San Benito COG and the County Board of Supervisors adopted the 2009 update to the *San Benito County Bikeway and Pedestrian Master Plan* (bikeway master plan), which guides the future development of bicycle and pedestrian facilities within the County. The bikeway master plan provides a broad vision, strategies, and actions for the improvement of bicycle and walking opportunities in the San Benito County region. The purpose of this plan is to expand the existing networks, connect gaps, address constrained areas, provide greater connectivity, educate, encourage, and maximize funding sources, as well as satisfy requirements of the California Bicycle Transportation Account and other state and federal funding programs that Caltrans oversees and reviews. This plan outlines recommended bikeway improvement projects, which are organized into Countywide, unincorporated, and incorporated areas (San Benito COG 2009).

The bikeway master plan proposes Class II bike lanes along a 1.57-mile stretch of Fairview Road from Airline Highway (State Route 25) to Sunnyslope Road and along a 3.84-mile stretch of Airline Highway (State Route 25) from the Hollister city limits to the Tres Pinos School. This plan also includes improvement recommendations for pedestrian facilities throughout the

County; however, it does not identify any specific pedestrian improvements on or adjacent to the project site. This plan identifies developer impact fees and/or design requirements for new developments as efficient ways to implement the recommended improvements (San Benito COG 2009).

The following bikeway master plan policies are relevant to the proposed project.

> **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 General Plan and Regional Transportation Plan policies of encouraging bicycle and pedestrian travel.
>
> **Objective 1-3.** Consider bicycle and pedestrian facilities in all projects (e.g., . . . development . . .).
>
> **Goal 4.** Increase Bicycle and Pedestrian Trips
>
> **Objective 4-3.** Complete a network of bikeways and walkways that are feasible, fundable, and that serve bicyclists' and pedestrians' needs, especially for travel to employment centers, schools, commercial districts, transit stations, institutions and recreational destinations.
>
> **Objective 4-4.** Maintain and improve the quality, operation and integrity of bikeway and walkway network facilities.
>
> **Objective 4-6.** Provide short- and long-term bicycle parking in employment and commercial areas, in multifamily housing, at schools, and at recreation and transit facilities.

Traffic Impact Fee (TIF) 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 San Benito COG administers the TIF program as authorized by the RTP. The purpose of the TIF 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 the Cities' general plans (San Benito COG 2010).

The San Benito COG and its member entities (San Benito County, the City of Hollister, and the City of San Juan Bautista) have recently completed the process of updating the TIF program to ensure that the projects identified therein accurately represent the needs of the community and that the established fees are appropriate to fund the identified improvement projects, and to determine if new improvements are necessary (San Benito COG 2010).

3.14.3 Standards of Significance

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

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (because the project site is not located within an airport land use plan or within two miles of an airport, this topic is not discussed further; see Section 5, Effects Found Not To Be Significant);
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; and
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

To evaluate project-level and cumulative impacts at study intersections and highway segments, the following specific thresholds were used in this Draft EIR. The project would create a significant traffic impact if, as a result of the addition of project traffic:

Signalized and Unsignalized Intersections

- In either peak hour, the level of service (LOS) at an intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project or cumulative conditions, or
- In either peak hour, the LOS 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.

Unsignalized Intersections

- For either the AM or PM peak hour, the addition of project traffic causes the 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 and the County, where it was not satisfied before the addition of project traffic, or
- The intersection already meets the signal warrant under baseline conditions and the addition of project traffic would cause a significant LOS impact at the intersection by degrading the LOS to an unacceptable level or by exacerbating an already unacceptable LOS by causing the average delay to increase by five (5) or more seconds, as noted above.

Highway Segments

- In either peak hour, the LOS on a two-lane highway degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D or worse under project conditions and cumulative, or
- The LOS on a two-lane highway is an unacceptable LOS D or worse under baseline conditions, and the addition of project traffic causes any increase in the percent-time-spent-following (PTSF) or any decrease in the average travel speed to decrease.

Queuing

- The traffic added by the project to baseline conditions would result in a significant impact on intersection operations if it would exceed the available capacity of turn pockets and cause through traffic to back up.

Methodology

The following traffic impact evaluation is based on the traffic report prepared by Hexagon Transportation Consultants dated April 29, 2011 and a supplemental letter dated June 13, 2011 for the project applicant (as peer reviewed by Fehr and Peers); these materials are included as Appendix K. Hexagon prepared an analysis of existing, existing with-project, and cumulative (with- and without-project) conditions, based upon the maximum buildout scenario, involving development of the project site with 220 single-family residential units. Accordingly, the traffic analysis is conservative since it uses the single-family detached housing trip generation rate for all units (220) in the maximum buildout scenario to determine project-related impacts to traffic and circulation.

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: (1) trip generation, (2) trip distribution, and (3) trip assignment. These factors are described more fully below.

Trip Generation

The traffic report (Hexagon 2011) estimated the magnitude of traffic generated by the proposed project by applying to the size of the project the appropriate trip generation rates, as published by the Institute of Transportation Engineers (ITE). The trip generation estimates for the project are based on ITE trip generation rates for single-family homes (9.57 trips per day). According to ITE, trip generation rates for multi-family residential uses are lower (5.81 trips per day for condominiums or townhomes) than those for single-family residential uses. Accordingly, the traffic analysis is conservative since it utilizes trip rates for the single-family residential uses.

Based on the applicable trip rate, the project would generate 2,105 daily trips, with 165 trips occurring during the AM peak hour and 222 trips occurring during the PM peak hour (Hexagon 2011). The trip generation for the proposed project based upon the development of 220 single-family homes is presented in Table 36, Trip Generation.

Trip Distribution

The project trip distribution pattern was estimated using the traffic forecasting model that is cooperatively maintained by both the City of Hollister and San Benito County. This model is currently configured to project the future traffic associated with development growth within the modeled study area (Northern San Benito County) up to the year 2023. As a basis for the 2023 traffic forecasts, the model is also calibrated to "existing conditions," which represents the traffic

volumes and roadway network development that existed when the model was last updated (2004). The project trip distribution pattern was developed based on the traffic patterns associated with trips traveling to and from the zone containing the project site. The traffic patterns were obtained from the traffic forecasting model (with the Highway 25 Bypass added) (Hexagon 2011). The project trip distribution pattern for the project is shown graphically in Figure 34, Project Trip Distribution.

Table 36 Trip Generation

Period	Trip Rate	Percent Trips In	Percent Trips Out	Number Trips In	Number Trips Out	Total Trips
Daily	9.57					2,105
AM Peak Hour	0.75	25	75	41	124	165
PM Peak Hour	1.01	63	37	140	82	222

Source: Hexagon Transportation Consultants, Inc. (2011)

Note: ITE Use Code 210 – Single-Family Detached Housing (220 units)

Trip Assignment

The peak-hour vehicle trips associated with the proposed project were added to the transportation network in accordance with the project trip distribution pattern discussed above. The assignment of project trips is presented graphically in Figure 35, Project Trip Assignment.

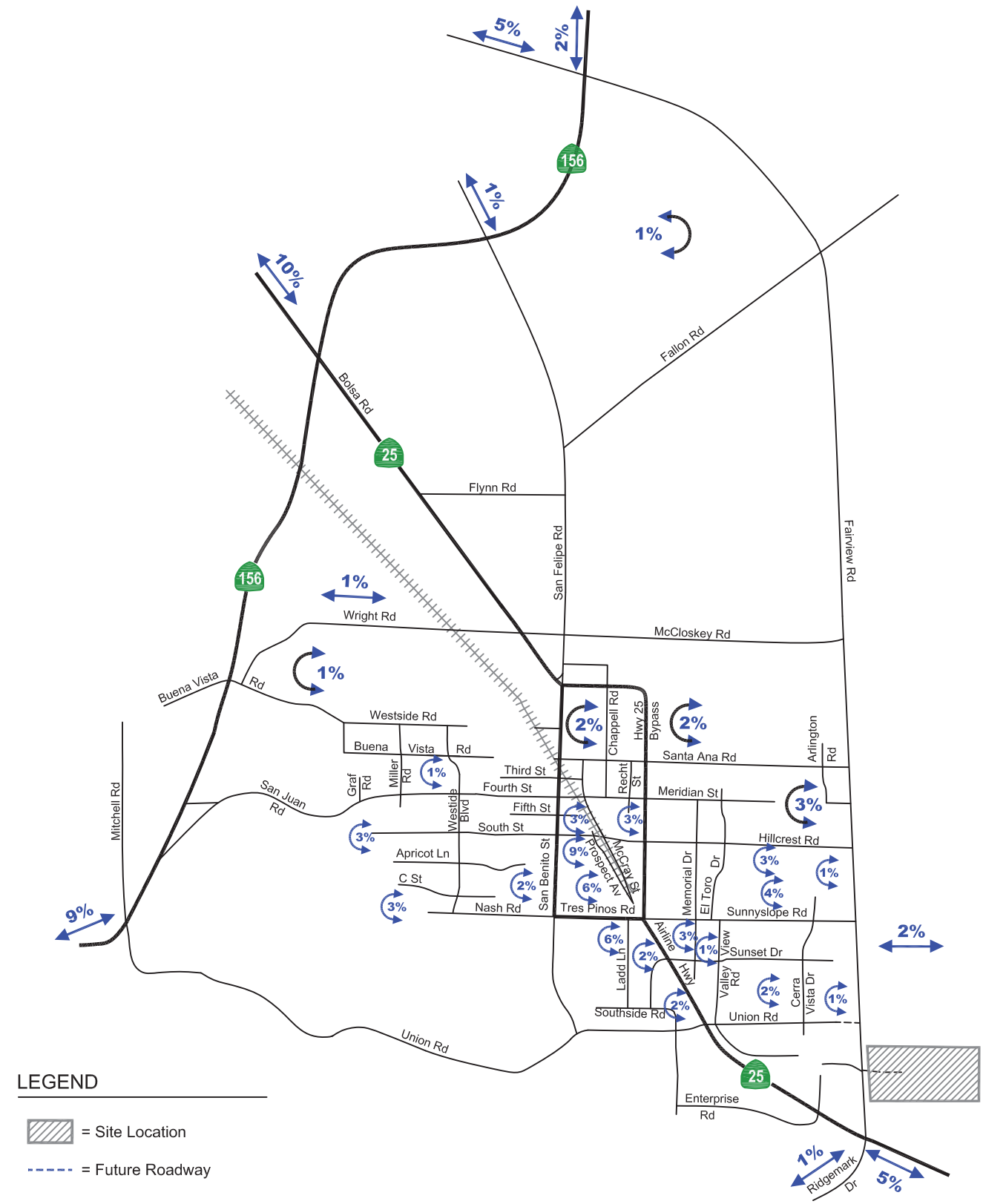
Transportation Network Under Project Conditions

As part of the project, the developer would improve Cielo Vista Drive to serve as the major collector street and primary access point for the project, as follows: the east leg of Cielo Vista Drive would be built, a northbound shared through/right-turn lane would be added to Fairview Road at this intersection, a southbound left-turn lane would be added to Fairview Road at this intersection, and the west leg of Cielo Vista Drive eastbound would be re-striped to provide a left-turn lane and a shared through/right-turn lane. Except for the above-specified improvements that are being constructed as part of the project, the traffic analysis assumes that no changes to the transportation network would occur with the development of the proposed project.

Specific Plan Policies

The Fairview Corners Specific Plan requires developer compliance with a number of provisions that are designed to help reduce the project's transportation impacts. In summary, the developer shall, either in combination with Gavilan College District, or individually:

- Pay its applicable TIF fee for the purpose of facilitating the construction of off-site circulation improvements. (Art. 7)
- Provide adequate access to the project site. (Goal CP-1)
- Pay a proportional fair share or provide circulation improvements outside the project site, in combination with the Gavilan College District, when those circulation improvements outside the project site are warranted. (Policy CP-1.1)
- The proportional fair share contribution for the specified circulation improvements outside the project site will be based on the number of lots and/or dwelling units built within the Plan Area. (Policy CP-1.2)
- Construct Fairview Road frontage improvements along the project site frontage, and parking shall be prohibited along this frontage. (Policy CP-1.2, Implementation Measure #3)
- Provide adequate connections to adjoining areas and uses. (Goal CP-2)
- Provide street, pathway, and emergency vehicle connections to adjacent areas. (Policy CP-2.1)
- Integrate circulation within the project site and with adjoining land uses, including the future Gavilan San Benito Campus. Lots and streets shall be arranged to facilitate convenient pedestrian circulation within the project site and to adjacent locations. (Policy CP-2.1, Implementation Measure #1)
- Provide street and/or bicycle and pedestrian connections to adjoining properties along the south, west, and north project site boundaries. (Policy CP-2.1, Implementation Measure #2)
- Include an emergency vehicle access that provides adequate secondary emergency access to the Plan Area. (Policy CP-2.1, Implementation Measure #3)
- Ensure that roads are designed to accommodate emergency vehicle turning movements. (Policy CP-2.1, Implementation Measure #4)
- Ensure that the project site's circulation system facilitates mobility. (Goal CP-3.1)



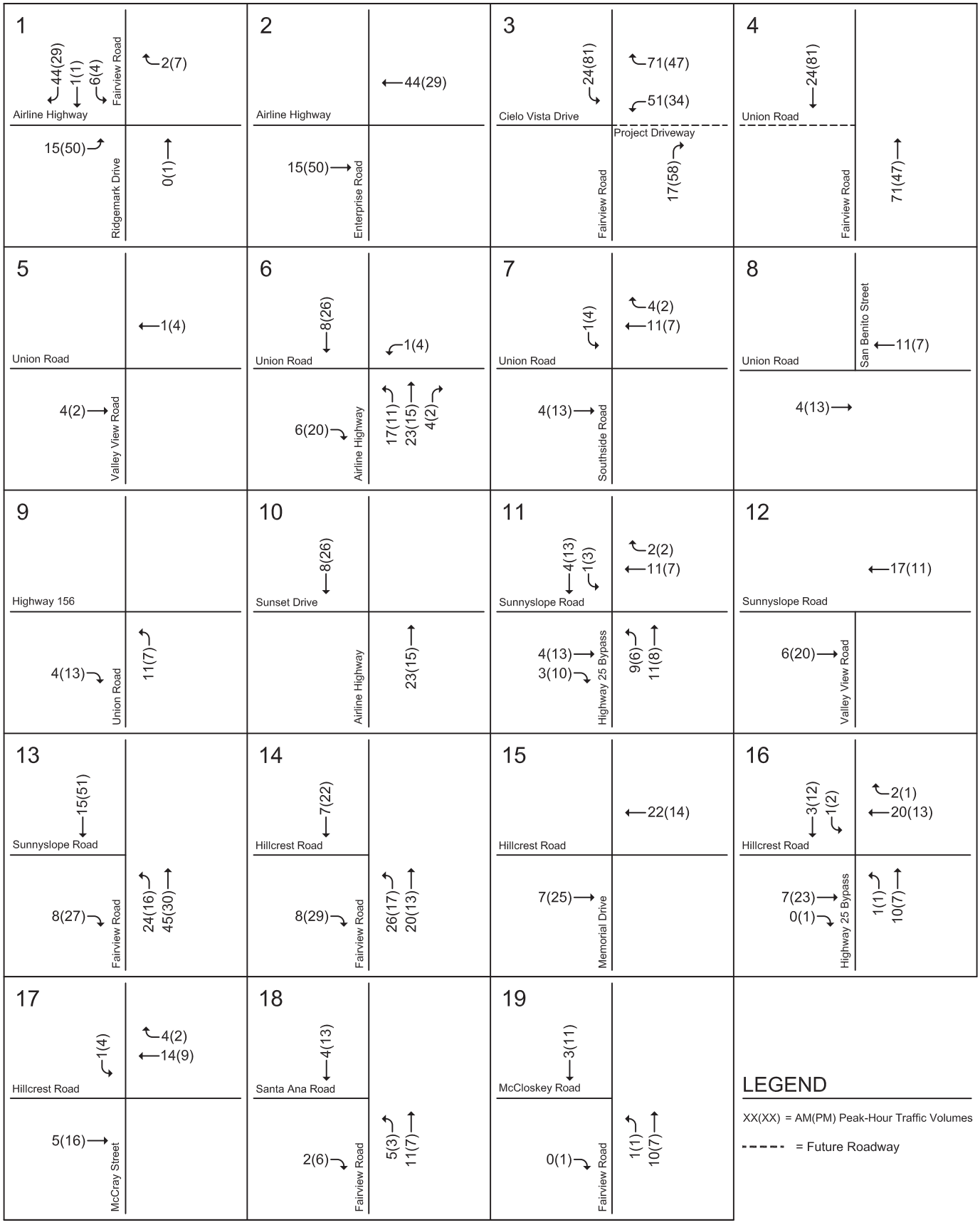
Source: Hexagon Transportation Consultants Inc. 2011

Figure 34

Traffic Distribution Under Project Conditions

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.



Source: Hexagon Transportation Consultants Inc. 2011

Figure 35

Trip Assignment Under Project Conditions

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.

- Provide a system of neighborhood roads that facilitate internal circulation. (Policy CP-3.1)
- Construct an internal street network as required under the Specific Plan and applicable County requirements. (Policy CP-3.1, Implementation Measure #1)
- Encourage the integration of cul-de-sacs within the project to provide pedestrian connections to open space or trail systems. (Policy CP-3.1, Implementation Measure #2)
- Construct residential streets adjacent to parks and open space within the project to be single-loaded with residences facing the street wherever feasible. (Policy CP-3.1, Implementation Measure #3)
- Consider alternative street configurations within the project (e.g., one-way streets, parking restricted streets with dedicated parking bays, alley designs, and streets with traffic calming measures and an abundance of trees). (Policy CP-3.1, Implementation #4)
- Provide quiet and safe residential streets. (Goal CP-4)
- Promote a pleasant and conducive walking environment through implementation of traffic calming. (Policy CP-4.1)
- Use the narrowest feasible travel lane widths on residential streets, while still accommodating fire apparatus. (Policy CP-4.1, Implementation Measure #1)
- Include amenities that enhance the pedestrian environment, including entry features, traffic calming measures, and street trees. (Policy CP-4.1, Implementation Measure #2)
- Consider the use of traffic calming techniques such as bulb-outs and neck-downs on all cross streets where they intersect with Cielo Vista Drive, and on Cielo Vista Drive at the Gavilan College San Benito Campus retail area. (Policy CP-4.1.1, Implementation Measure #3)
- Adhere to specified requirements for radii of street corners at intersections. (Policy CP-4.1, Implementation Measure #4)
- Construct streets with nighttime lighting that meets the project's minimum illumination standards. (Policy CP-4.1, Implementation Measure #5)
- Design the perimeter trail to permit as many openings and viewpoints from other areas within the project site as practical, in accordance with specified design standards. (Policy CP-4.1, Implementation #6)
- Facilitate safe and convenient non-motorized transportation. (Goal CP-5)

- Design the circulation system to provide appropriate bicycle facilities. (Policy CP-5.1)
- Construct bicycle paths or lanes according to specified standards. (Policy CP-5.1, Implementation Measure #1)
- Provide bicycle path or lanes, as part of the Fairview Road frontage improvements along the project site frontage, designed to connect to regional bikeways as identified in the 2009 San Benito County Bikeway and Pedestrian Master Plan. (Policy CP-5.1, Implementation Measure #2)
- Provide Class II bicycle lanes on the entire length of Cielo Vista Drive. (Policy CP-5.1, Implementation Measure #3)
- Set signal light traffic sensors to detect bicycles and mark detector loop locations for bicycles. (Policy CP-5.1, Implementation Measure #5)
- Facilitate pedestrian circulation by providing clearly identifiable pedestrian circulation routes that connect neighborhoods, parks, recreation trails and facilities, and transit stops. (Policy CP-5.2)
- Separate pedestrian circulation routes from vehicular traffic on all streets, and construct sidewalks and pedestrian paths consistent with the specified requirements. (Policy CP-5.2, Implementation Measure #1)
- Provide a continuous pedestrian system along all streets and in accordance with all applicable requirements. (Policy CP-5.2, Implementation Measure #2)
- Provide sidewalks within the project that satisfy all specified requirements. (Policy CP-5.2, Implementation Measures #3 and #4)
- Provide all circulation improvement plans to the County for review to ensure traffic calming features are included, as required. (Policy CP-5.2, Implementation Measure #5)
- Provide handicap accessible routes in accordance with all specified requirements. (Policy CP-5.2, Implementation Measure #6)
- Utilize short-cut paths, if needed, to avoid circuitous pedestrian and bicycle routes, and to keep walking and bicycling distances between destinations as short as possible. Cul-de-sacs shall include pedestrian connections to open space areas wherever possible. (Policy CP-5.2, Implementation Measure #7)
- Utilize emergency vehicle access routes for pedestrian circulation. (Policy CP-5.2, Implementation Measure #8)

- Facilitate access to public transit. (Goal CP-6)
- Facilitate future transit service at or adjacent to the project site. (Policy CP-6.1)
- Work with Caltrans, COG, San Benito County, and Gavilan College District to develop, implement and maintain public transit services for the project site. (Policy CP-6.1, Implementation Measure #1)

3.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

Intersection Level of Service Impacts

Impact TRA-1: The project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system since the addition of project traffic to existing traffic volumes would not cause study intersections to operate at unacceptable levels of service during peak hours. This is considered a **less than significant impact**.

As discussed above, the traffic analysis evaluated the effects of project traffic at 19 study intersections. Project trips, as represented in the project trip assignments, were added to existing traffic volumes at the study intersections to obtain existing with-project traffic volumes. The traffic volumes under existing with-project conditions are shown in Figure 36, Existing With-Project Traffic Volumes. The results of the intersection LOS analysis under existing with-project conditions are summarized in Table 37, Project Intersection Levels of Service. The intersection LOS calculation sheets are included in the traffic report appendices.

As shown above in Table 37, the results indicate that none of the study intersections' LOS would be significantly affected by the addition of project traffic. Under existing with-project conditions, all of the study intersections, except the intersection of Union Rd./Mitchell Rd. and Hwy. 156, would be at an acceptable LOS C or above for both peak hours; therefore, the project's impacts to these intersections would be **less than significant**.

Regarding the intersection of Union Rd./Mitchell Rd. and Hwy. 156, under both existing and existing with-project conditions, this intersection would operate at an unacceptable LOS D. However, while the project would exacerbate this condition, it would not result in a significant impact since the addition of project trips would not cause the average intersection delay to increase by five seconds or more under either peak hour. Therefore, the impact is **less than significant.**

No mitigation is required.

Intersection Signal Warrant Impacts

Impact TRA-2: The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system since the addition of project traffic would result in peak-hour signal warrants being met at the Fairview Road/Hillcrest Road and Enterprise Road/Airline Highway (State Route 25) intersections. This is considered a **potentially significant impact**.

Signal Warrants Are Met At Two Intersections

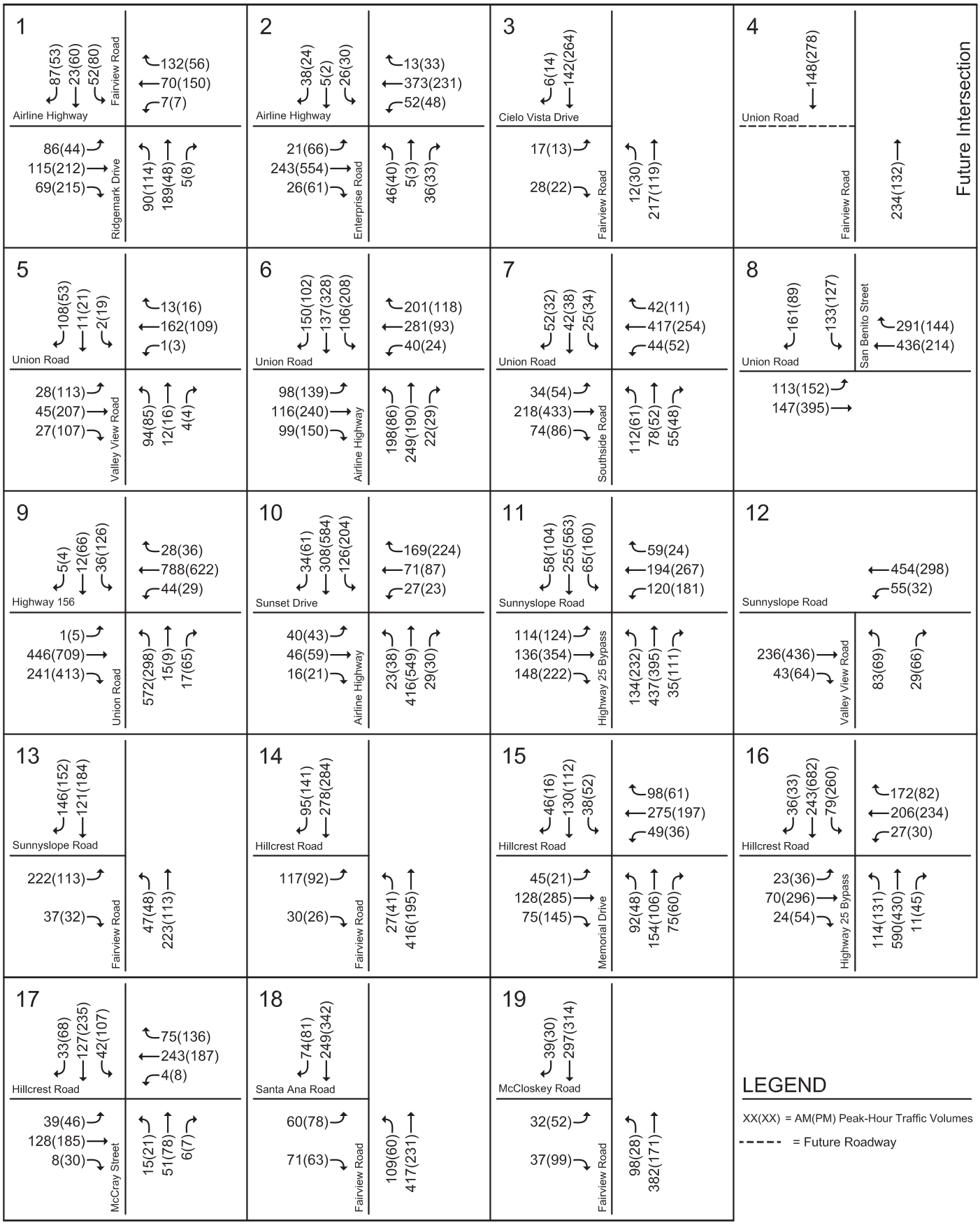
The traffic analysis determined that the addition of project traffic would cause the traffic volumes at the unsignalized intersections of (1) Enterprise Road and Airline Highway (State Route 25), and (2) Fairview Road and Hillcrest Road to increase such that it would be sufficiently high to satisfy the signal warrant during the PM peak hour. The results of the peak-hour traffic signal warrant checks under project conditions are summarized in Table 38, Peak-Hour Signal Warrant Checks With the Project. The peak-hour signal warrant sheets are contained in the traffic report appendices.

Fairview Road/Hillcrest Road Intersection

This intersection meets the peak-hour signal warrant under existing conditions without the project during the AM peak-hour, but does not meet the signal warrant during the PM peak-hour. As shown in Table 37, Project Intersection Levels of Service, presented earlier, this intersection is projected to maintain acceptable operations (LOS C during the AM peak-hour and LOS B during the PM peak-hour) with current stop sign control. However, because the project traffic would cause the PM peak-hour signal warrant to be met at this intersection, the project's impact to intersection operations is considered a **potentially significant impact.**

Enterprise Road/Airline Highway (State Route 25) Intersection

This intersection does not meet the peak-hour signal warrant in either peak-hour under existing conditions. However, with the addition of project traffic, it would meet the signal warrant during the PM peak-hour. As shown in Table 37, Project Intersection Levels of Service, presented earlier, the intersection is projected to maintain acceptable (LOS C) operations with current stop sign control. However, because the project traffic would cause the PM peak-hour signal warrant to be met at this intersection, the project's impact to intersection operations is considered a **potentially significant impact.**



Source: Hexagon Transportation Consultants Inc. 2011

Figure 36

Existing Plus Project Traffic Volume

Fairview Corners Residential Specific Plan EIR

This side intentionally left blank.

Table 37 Project Intersection Levels of Service

			Existing		Existing With-Project		
Intersection	**Ex Int Control**	**Peak Hour**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**	**Change in Delay** [3]
Fairview Rd./Ridgemark Dr. and Airline Hwy.	All-Way [2]	AM	10.5	B	10.9	B	+0.4
		PM	11.4	B	11.7	B	+0.3
Enterprise Rd. and Airline Hwy.	Two-Way [1]	AM	15.9	C	17.0	C	+1.1
		PM	21.7	C	24.3	C	+2.6
Fairview Rd. and Cielo Vista Dr. Project Driveway	One-Way [1]	AM	9.8	A	10.7	B	+0.9
		PM	10.5	B	12.2	B	+1.7
Fairview Rd. and Union Rd.[4]	Future Signal	AM					
		PM					
Valley View Rd. and Union Rd.	Two-Way [1]	AM	13.3	B	13.4	B	+0.1
		PM	20.1	C	20.3	C	+0.2
Airline Hwy. and Union Rd.	Signal	AM	33.6	C	34.7	C	+1.1
		PM	31.8	C	32.7	C	+0.9
Southside Rd. and Union Rd.	Signal	AM	13.9	B	13.8	B	-0.1
		PM	12.7	B	12.7	B	n/c
San Benito St. and Union Rd.	Signal	AM	10.7	B	10.7	B	n/c
		PM	10.6	B	10.6	B	n/c
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	**37.3**	**D**	**37.9**	**D**	+0.6
		PM	30.8	C	31.0	C	+0.2
Airline Hwy. and Sunset Dr.	Signal	AM	12.0	B	11.9	B	-0.1
		PM	11.6	B	11.5	B	-0.1
McCray St/Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	28.1	C	28.1	C	n/c
		PM	30.1	C	30.1	C	n/c
Valley View Rd. and Sunnyslope Rd.	All-Way [2]	AM	13.5	B	14.1	B	+0.6
		PM	13.3	B	13.9	B	+0.6

Fairview Rd. and Sunnyslope Rd.	Signal	AM	10.9	B	11.4	B	+0.5
		PM	9.8	A	10.0	B	+0.2
Fairview Rd. and Hillcrest Rd.	One-Way [1]	AM	17.0	C	18.8	C	+1.8
		PM	13.3	B	13.6	B	+0.3
Memorial Dr. and Hillcrest Rd.	All-Way [2]	AM	13.5	B	14.2	B	+0.7
		PM	12.4	B	13.1	B	+0.7
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	24.7	C	24.9	C	+0.2
		PM	25.8	C	26.0	C	+0.2
McCray St. and Hillcrest Rd.	Signal	AM	25.4	C	25.3	C	+0.1
		PM	27.7	C	27.9	C	+0.2
Fairview Rd. and Santa Ana Rd.	One-Way [1]	AM	14.6	B	14.9	B	+0.3
		PM	13.8	B	14.0	B	+0.2
Fairview Rd. and McCloskey Rd.	One-Way [1]	AM	14.6	B	14.8	B	+0.2
		PM	12.5	B	12.7	B	+0.2

Source: Hexagon Transportation Consultants, Inc. (2011)

Note:

1. 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.

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

3. Change in delay is measured relative to background conditions for the analysis of project conditions impacts.

4. Future intersection.

Entries denoted in **bold** indicate conditions that exceed the current level of service standard.

Delays in seconds.

Table 38 Peak-Hour Signal Warrant Checks With the Project

Intersection	Existing		Existing Plus Project	
	AM Warrant Met ?	PM Warrant Met?	AM Warrant Met ?	PM Warrant Met?
Fairview Road/Ridgemark Drive and Airline Highway (State Route 25)	**Yes**	**Yes**	**Yes**	**Yes**
Enterprise Road and Airline Highway (State Route 25)	No	No	No	**Yes**
Fairview Road and Cielo Vista Drive/Future Project Entrance	No	No	No	No
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	No	No	No
Fairview Road and Hillcrest Road	**Yes**	No	**Yes**	**Yes**
Memorial Drive and Hillcrest Road	No	No	No	No
Fairview Road and Santa Ana Road	**Yes**	**Yes**	**Yes**	**Yes**
Fairview Road and McCloskey Road	No	No	No	No

Source: Hexagon Transportation Consultants, Inc. (2011)

Notes:

1. Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition. Entries denoted in **bold** indicate conditions that meet the signal warrant.
2. Bold font indicates a significant impact.

Signal Warrants Are Met At Two Additional Intersections But No Significant LOS Impact

The two intersections of (1) Fairview Road/Ridgemark Drive and Airline Highway (State Route 25), and (2) Fairview Road and Santa Ana Road meet the signal warrant in both AM and PM peak-hours under existing and existing with-project conditions. However, as shown above in

Table 37, Project Intersection Levels of Service, the addition of project traffic would not cause a significant LOS impact at either of these intersections as it would not cause the LOS at either intersection to degrade from an acceptable to an unacceptable level. Therefore, the project's impacts would be **less than significant** at these intersections.

Signal Warrants Are Not Met At Remaining Intersections

The signal warrants are not met at any of the remaining study intersections under existing or existing with-project conditions. Therefore, the project's impacts would be **less than significant** at these intersections. The two intersection impacts and proposed mitigation measures necessary to maintain acceptable intersection operations under project conditions are described below.

Mitigation Measures: Fairview Road and Hillcrest Road

According to the traffic analysis, signalization of the intersection of Fairview Road and Hillcrest Road may be needed to assign right-of-way and maintain orderly traffic flow. However, as noted earlier, the peak-hour warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To make this decision, the full set of warrants should be investigated based on field-measured, rather than forecasted, traffic data and a comprehensive study of then-existing traffic and roadway conditions by an experienced engineer. To that end, the following mitigation measures are proposed:

MM TRA-2a: Prior to the issuance of building permits for the 75th, 150th and the 200th residential units (excluding secondary units) respectively, the project developer shall monitor the intersection of Fairview Road and Hillcrest Road to determine if signalization is warranted. Monitoring shall include the following:

1. Conduct analyses of all applicable traffic signal warrants based on field-measured data;

2. Study prevailing traffic and roadway conditions;

3. Report the results to the San Benito County Public Works Administrator, who, in coordination with the City of Hollister Engineering Department, shall determine if and when a traffic signal should be installed.

MM TRA-2b: The developer shall install the traffic signal if directed in writing to do so by the San Benito County Public Works Administrator and so long as the City and County issue any required permits, consistent with MM TRA-2a above. The developer's costs associated therewith may be subject to partial reimbursement to the extent other funding sources such as the TIF program, an established Benefit Area, or other development, are

available and applicable; provided, however, the developer's obligation to install the signal shall not be dependent on receipt of any reimbursement. The developer shall be obligated to install the identified improvements promptly upon notification from the County of the need to do so, and no additional building permits for residential units (excluding secondary units) shall be issued until the traffic signal is installed.

With implementation of MM TRA-2a and MM TRA-2b, the project's impact to the Fairview Road/Hillcrest Road intersection would be mitigated to the extent feasible. However, because the identified improvements would also fall within the responsibility and jurisdiction of the City of Hollister, implementation of MM TRA-2b cannot be guaranteed. Accordingly, the project's impacts to the Fairview Road/Hillcrest Road intersection would be considered **significant and unavoidable.**

In the alternative, if the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Fairview Road/Hillcrest Road is not warranted at the time of issuance of the building permit for the project's 200th residential unit, the following mitigation measure shall apply:

MM TRA-2c: If the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Fairview Road/Hillcrest Road is not warranted at the time of issuance of the building permit for the project's 200th residential unit or if the City of Hollister does not approve the installation of the traffic signal, then the developer shall comply with the following.

If the identified traffic signal is expressly covered in the then-current TIF program, then the developer's payment of the applicable TIF shall constitute a fair share contribution toward improvements at this intersection. If the identified traffic signal is not expressly covered in the then-current TIF program, the developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward the signalization of this intersection.

Accordingly, if this alternative mitigation approach is implemented, the project's impacts would be mitigated to the extent feasible. However, because the identified improvements would also fall within the responsibility and jurisdiction of the City of Hollister, implementation of MM TRA-2c cannot be guaranteed and, even if implemented, cannot guarantee the timely construction of the required improvements, when they are warranted, to mitigate the project's impacts. Accordingly, the project's impacts to the Fairview Road/Hillcrest Road intersection would be considered **significant and unavoidable**.

Mitigation Measures: Enterprise Road and Airline Highway (State Route 25)

According to the traffic analysis, signalization of the intersection of Enterprise Road and Airline Highway (State Route 25) may be needed to assign right-of-way and maintain orderly traffic flow. However, with the addition of project traffic, the intersection just meets the warrant during the PM peak hour. As noted above, the peak-hour warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To make this decision, the full set of warrants should be investigated based on field-measured, rather than forecasted, traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. To that end, the following mitigation measure is recommended:

MM TRA-2d: Prior to the issuance of building permits for the 75th, 150th and the 200th residential units (excluding secondary units) respectively, the project developer shall monitor the intersection of Enterprise Road and Airline Highway (State Route 25) to determine if signalization is warranted. Monitoring shall include the following:

1. Conduct analyses of all applicable traffic signal warrants based on field-measured data;
2. Study prevailing traffic and roadway conditions;
3. Report the results to the San Benito County Public Works Administrator, who, in coordination with the City of Hollister Engineering Department, shall determine if and when a traffic signal should be installed.

MM TRA-2e: The developer shall install the traffic signal if directed in writing to do so by the San Benito County Public Works Administrator and so long as Caltrans, the City and County issue any required permits, consistent with MM TRA-2d above. The developer's costs associated therewith may be subject to partial reimbursement to the extent other funding sources such as the TIF program, an established Benefit Area, or other development, are available and applicable; provided, however, the developer's obligation to install the signal shall not be dependent on receipt of any reimbursement. The developer shall be obligated to install the identified improvements promptly upon notification from the County of the need to do so, and no additional building permits for residential units (excluding secondary units) shall be issued until the traffic signal is installed.

With implementation of MM TRA-2d and MM TRA-2e, the project's impact to the Enterprise Road/Airline Highway (State Route 25) intersection would be mitigated to the extent feasible. However, because the identified improvements would also fall within the responsibility and jurisdiction of Caltrans and the City of Hollister, implementation of MM TRA-2e cannot be guaranteed. Accordingly, the project's impacts to the Enterprise Road/Airline Highway (State Route 25) intersection would be considered **significant and unavoidable.**

In the alternative, if the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Enterprise Road/Airline Highway (State Route 25) is not warranted at the time of issuance of the building permit for the project's 200th residential unit, the following mitigation measure shall apply:

MM TRA-2f: If the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Enterprise Road/Airline Highway (State Route 25) is not warranted at the time of issuance of the building permit for the project's 200th residential unit or if Caltrans and/or the City of Hollister does not approve the installation of the traffic signal, then the developer shall comply with the following. If the identified traffic signal is expressly covered in the then-current TIF program, then the developer shall pay the applicable TIF as a fair share contribution toward improvements at this intersection. If the identified traffic signal is not expressly covered in the then-current TIF program, then the developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward the signalization of this intersection.

Accordingly, if this alternative mitigation approach is implemented, the project's impacts would be mitigated to the extent feasible. However, because the identified improvements would also fall within the responsibility and jurisdiction of the City of Hollister, implementation of MM TRA-2f cannot be guaranteed and, even if implemented, cannot guarantee the timely construction of the required improvements, when they are warranted, to mitigate the project's impacts. Accordingly, the project's impacts to the Enterprise Road/Airline Highway (State Route 25) intersection would be considered **significant and unavoidable**.

Intersection Queuing and Turn Pockets

Impact TRA-3: The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system since the addition of project traffic would result in insufficient vehicle storage within the left-turn pocket leading from southbound Fairview Road to the project site, which could result in increased traffic congestion on Fairview Road. This would be considered a **potentially significant impact**.

In addition to analyzing project intersection LOS impacts, an analysis of intersection operations for selected intersections was also prepared. The operations analysis is based on vehicle queuing for high-demand turning movements at intersections. The intersections of Airline Highway (State Route 25)/Fairview Road-Ridgemark Drive and Cielo Vista Drive/Fairview Road were analyzed to determine peak-hour vehicle storage needs for existing and proposed turn lanes. These intersections were studied for queuing impacts because the project is anticipated to significantly increase demand in critical turn movements at these locations and these locations

are the most likely to experience queuing impacts due to the project. At other intersections further from the site, traffic demand in critical turn movements is much lower and queuing impacts would not occur (Hexagon 2011). The results of the queuing analysis are presented in Table 39, Project Intersection Queuing Analysis Results.

According to the traffic analysis, the storage space currently available for high-demand turning movements at the Airline Highway (State Route 25)/Fairview Road-Ridgemark Drive intersection accommodates the projected maximum vehicle queues during both the AM and PM peak hours under existing conditions. Under existing with-project conditions, this intersection would accommodate the projected maximum vehicle queues during both the AM and PM peak-hours.

The storage space currently available for high-demand, northbound left-turn movements on Fairview Road at Cielo Vista Drive accommodates the maximum vehicle queues during both the AM and PM peak-hours under existing conditions and there is not currently any southbound left-turn movement from Fairview Road at the Cielo Vista Drive extension. However, under existing with-project conditions, the turn-pocket storage length for the southbound left-turn movement on Fairview Road at the Cielo Vista Drive extension intersection would need to accommodate a maximum queue of one vehicle or 25 feet (Hexagon 2011).

The queue length results are based on the maximum or 95th percentile queue during the peak hours. A 95th percentile value indicates that a queue of this length or less would occur 95 percent of the time. Storage pocket lengths based on the 95th percentile peak hour queue length would insure that storage space would be exceeded only five percent of the time during peak hours. Therefore, the pocket length would be adequate during a majority of the peak hours and during the rest of the day.

Additionally, the traffic analysis recommends that the proposed turn pocket length be designed, to the extent feasible, to include deceleration distance in the turn pocket based on the San Benito County Public Works Department's design speed of 60 mph for Fairview Road, consistent with County standards and Chapter 400 of Caltrans' Highway Design Manual. The traffic report notes that the ideal design for the southbound left-turn lane would include a total length of 530 feet to accommodate deceleration (including a 90-foot bay taper), plus a vehicle storage length of 50 feet (2 vehicles) (the minimum accepted by Caltrans) for a total length of 580 feet. The length of the project site frontage along Fairview Road is greater than 800 feet, which is sufficient to accommodate the recommended 580-foot length for turn pocket storage and deceleration consistent with the design standards.

Table 39 Project Intersection Queuing Analysis Results

Intersection	Mvmt.	Existing # of Lanes	Existing Storage Per Lane (ft.)	Existing Conditions			Existing Plus Project Conditions		
				Peak Hour	Vehicle Queue /a/	Req. Storage Per Lane (ft.) /b/	Vehicle Queue /a/	Req. Storage Per Lane (ft.) /b/	Comments
Fairview Rd and Airline Hwy	EBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBL	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
	SBR	1	380	AM	1	25	1	25	Existing storage adequate.
			380	PM	1	25	1	25	Existing storage adequate.
Fairview Rd and Cielo Vista Dr/Project Driveway	SBL	1	See Note /c/	AM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.
			See Note /c/	PM	N/A	N/A	1	25	Lane would need to be ~ 25 feet.

***Source*:** Hexagon Traffic Consultants 2011

Notes:

/a/ Vehicle queue (# of vehicles) calculated using the Poisson probability distribution and 95-percent confidence level.

/b/ Required storage is calculated based on peak-hour vehicle queue calculation as follows: Vehicle queue x 25'.

/c/ This turn pocket would be built with the project.

Article 7.0 of the proposed Specific Plan (Implementation Plan) states that the master developer and/or individual developer(s) of any portion of the project site that abuts Fairview Road shall be responsible for constructing frontage improvements and lane requirements. Construction of these improvements would occur in conformance with the Implementation Phasing and Infrastructure Master Plans as defined by Article 7.0 and during the tentative map process (see Specific Plan, page 7-10). Implementation of mitigation measure MM TRA-3, below, would ensure that the turn pocket storage and vehicle queues will meet County and Caltrans standards. With implementation of MM TRA-3, the impact is **less than significant with mitigation incorporated**.

MM TRA-3: For the Fairview Road and Cielo Vista Drive extension intersection, as part of the infrastructure master planning for the proposed project, the developer shall design the southbound left-turn pocket in compliance with County and Caltrans minimum design standards. Construction of this improvement shall occur prior to issuance of the first building permit for residential development.

Implementation of MM TRA-3 would result in the project's queuing impacts being **less than significant with mitigation incorporated.**

Roadway Segment Level of Service Impacts

Impact TRA-4: The project may conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system since it would contribute traffic to the segments of State Route 156 (Union Road to The Alameda) and State Route 25 (U.S. 101 to State Route 156), which operate at unacceptable LOS E under existing conditions. The addition of project traffic would cause the percent-time-spent-following to increase during both the AM and PM peak hours. This is considered a **potentially significant impact**.

State Route 156 (Union Road to the Alameda) and State Route 25 (U.S. 101 to State Route 156) Under Project Conditions

The LOS for peak-hour highway segments were evaluated for the section of Highway 25 between U.S. 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda. The project peak-hour LOS results for the study highway segments are summarized in Table 40, Project Two-lane Highway Level of Service Results. The two-lane highway LOS calculation sheets are included in the traffic report appendices.

Table 40 Project Two-lane Highway Level of Service Results

Segment	Peak Hour	Existing Conditions		Existing Plus Project	
		% Time-Spent-Following	LOS	% Time-Spent-Following	LOS
SR 25 – Between US 101 and SR 156	AM	**87.1%**	**E**	**87.3%**	**E**
	PM	**88.3%**	**E**	**88.6%**	**E**
SR 156 – Between The Alameda and Union Rd	AM	**89.8%**	**E**	**90.1%**	**E**
	PM	**89.0%**	**E**	**89.2%**	**E**

Source: Hexagon Traffic Consultants 2011

Notes:

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

Entries denoted in **bold** indicate conditions that exceed Caltrans' current level of service standard.

The study highway segments currently operate at LOS E, an unacceptable operating level. The peak-hour LOS results for the study highway segments with the addition of project traffic indicate that both highway segments would continue to exceed Caltrans' LOS standard during both peak hours with operations in the LOS E range. As illustrated by Table 40, the proposed project would contribute to the existing deficiency by increasing the percent time-spent-following on these roadways by less than one-half of one percent. However, this is an existing deficiency to which the project would contribute less than one-half of one percent and the impact would be significant.

As noted above, an updated TIF study has been recently completed. As part of this update, specific improvements were identified, along with their anticipated costs, including widening State Route 156 to four lanes (Union Road to The Alameda) and installing two passing lanes, one in each direction, on State Route 25.

Improvements of this magnitude would be financially infeasible for any single development project to implement. 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 them, the TIF study included the improvements to State Routes 156 and 25. Therefore, payment of TIF would constitute the project's fair share contribution and implementation of MM TRA-4 below would reduce the impact.

MM TRA-4: The developer shall pay the applicable TIF as a fair share contribution towards the identified improvements, which would mitigate the project's impact to the extent feasible.

However, even if the TIF is paid by the developer, payment of this fee alone will not guarantee the timely construction of the identified improvements to mitigate the impact of the project. Therefore, the impact is considered **significant and unavoidable.**

Consistency with Congestion Management Program

Impact TRA-5: The proposed project would not conflict with the applicable congestion management program. Therefore the project results in **no impact**.

San Benito County does not have a Congestion Management Plan. Therefore, the proposed project would not conflict with any Congestion Management Plan. However, the Council of San Benito County Governments (San Benito COG) adopted an update to its regional transportation plan (RTP) in 2010. As noted above, the RTP presents a 20-year transportation vision for the San Benito County region and provides short-term and long-term investments that address local and regional transportation issues. The purpose of the 2010 RTP is to establish goals, policies, programs, and projects for transportation improvements in San Benito County. The document serves to express short-term strategies as well as long-term goals to consistently improve the overall efficiency of the transportation system, which includes streets and highways, public transit, pedestrian and bicycle facilities, aviation, and commodity movement.

Off-site roadway and intersection improvements associated with the project are designed to handle capacity resulting from planned growth from buildout of the City of Hollister General Plan and the County General Plan, and are consistent with planned traffic improvements identified in the RTP. The proposed project would not conflict with implementation of the RTP and, with implementation of the mitigation measures described in this section, is consistent with the short- and long-term improvements and policies of the RTP including, but not limited to, level of service standards (refer to the previous discussions under Impact TRA-1 through Impact TRA-4, above, and Cumulative Impact TRA-8, below) and travel demand measures (refer to the discussion of multi-modal transportation under Impact TRA-8, below), or other standards established by the county congestion management agency for designated roads or highways (refer to the discussion below of Impact TRA-6, Hazardous Design Features, and Impact TRA-7, Emergency Access).

Therefore, based on the above analysis in this regard, the project would not result in significant impacts.

Hazardous Design Features

Impact TRA-6: The proposed project's design features may increase hazards as a result of inadequate site access, which would be a **potentially significant impact.**

As described above, the proposed access to the project site would be provided from Fairview Road opposite Cielo Vista Drive, via an extension of Cielo Vista Drive onto the project site. This extension would provide access to the project site and the adjoining Gavilan College San Benito Campus. Cielo Vista Drive would be extended along the southern edge of the project site to the Gavilan College site. (Refer to Figure 14, Circulation Diagram, in Section 2.0). As illustrated by Figure 15, Typical Future Cielo Vista Drive Extension Street Section (See Section 2.0), this access point would consist of two 12-foot eastbound and westbound travel lanes. This access point would not have a traffic signal, at least initially, although improvements at this intersection would be designed and built to facilitate the future installation of traffic signal equipment at the intersection for when the intersection will be signalized (Hexagon 2011).

The proposed project intends to utilize the emergency vehicle access (EVA) route planned for by the adjoining Gavilan College San Benito Campus project. In the event the Gavilan College District does not install the Airline Highway EVA prior to the development of the Fairview Corners project, the developer shall construct it or an alternative EVA, as described under Impact TRA-7 below, prior to the issuance of the first residential building permit for the Fairview Corners project.

Given the potential construction of up to 220 residential units, having only one primary access point on the site raises challenges. To the extent primary access is blocked as a result of, for example, traffic accidents, car fires, chemical spills, or unexpected construction to remedy underground infrastructure issues, this design feature raises public safety concerns. If the project does not have access to the planned Airline Highway EVA route by the time construction commences on the project site, risk of these potential hazards would be increased. The potential safety issues that could result from the project's design would be considered a potentially significant impact. However, this impact would be mitigated by providing adequate emergency access (including, without limitation, providing an EVA roadway that allows for simultaneous ingress/egress of emergency responder vehicles and project resident vehicles) required by Mitigation Measure MM TRA-7 below. Therefore, the project's impacts in connection with design features that may increase hazards would be considered **less than significant with mitigation incorporated.**

Emergency Access

Impact TRA-7: The proposed project may result in inadequate emergency access, which is considered a **potentially significant impact.**

The proposed project consists of the development of a maximum of 220 residential units on 60 acres with access to Fairview Road in an area of the County identified for development. All new roadways would be constructed to County standards, and would meet load and access requirements for emergency vehicles.

The proposed project intends to utilize the Gavilan College EVA roadway, which is planned to be constructed by the College District between Airline Highway (State Route 25), extending from the southeast corner of the future Gavilan College San Benito Campus to the planned Cielo Vista extension along the eastern boundary of the Gavilan College San Benito Campus project site. The proposed Airline Highway EVA route would occur partially within the Caltrans right-of-way. This EVA route would be sufficiently wide to allow for emergency vehicles and vehicles of project residents to drive on the EVA simultaneously in the event of an emergency. The Gavilan College District has confirmed (email correspondence, March 7, 2011) that the Airline Highway EVA roadway will be constructed in compliance with the County's and Caltrans' conditions of approval.

As noted in Section 2.0, the placement and construction of the Airline Highway EVA route roadway was considered in the Gavilan College San Benito Campus EIR and approved by the Gavilan Community College District as part of the San Benito Campus Master Plan. Therefore, it is anticipated that the Gavilan College District will install the Airline Highway EVA route, subject to Caltrans' approval of an encroachment permit. In the event that the Gavilan College District does not install the EVA route or its construction is delayed such that the Fairview Corners project, would not have adequate emergency access, an alternative route would be needed. This would be a **potentially significant impact**. To mitigate this impact, the following mitigation measures are proposed:

MM TRA-7: As part of its first subdivision map application which proposes the development of residential units, the developer shall show on said map either (1) the Airline Highway (State Route 25) EVA, or (2) an alternative EVA generally located in the northwest corner of the project site or in such other location as is acceptable to the County Public Works Administrator. In the event that the Airline Highway (State Route 25) EVA route is not built or its construction is delayed beyond the commencement of project construction, the developer shall construct the alternative EVA. Prior to issuance of the building permit for the first residential unit, either the Airline Highway (State Route 25) EVA or the alternative EVA route shall be constructed, consistent with applicable County standards and other requirements, shall be at least 24 feet in width in order to

allow personal vehicles a means of emergency egress and simultaneous entry into the project site by emergency responders' vehicles, and shall include a "Knox Box," which could only be unlocked by fire district personnel. To ensure emergency access for all units, the developer shall be required to construct and maintain an all-weather access road connecting the proposed EVA (either the Airline Highway (State Route 25) EVA or alternative on-site EVA) to all homes constructed in each phase of development.

Implementation of the above mitigation measures would reduce this impact to **less than significant with mitigation incorporated.**

Transit, Bicycle and Pedestrian Circulation

Impact TRA-8: The proposed project includes policies that facilitate the construction of public transit, bicycle and pedestrian facilities. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The impact would be **less than significant**.

Bicycle and Pedestrian Facilities

Currently, the project site is not served directly by any bicycle or pedestrian facilities. There are no sidewalks on Fairview Road, excepting a stretch between Hillcrest Road and Sunnyslope Road on the west side of Fairview Road, or on Airline Highway (State Route 25). Bike lanes are provided on the following roadway segments in the vicinity:

- Fairview Road between Hillcrest Road and Sunnyslope Road
- State Route 25, south of Tres Pinos School to Southside Road in Tres Pinos
- Union Road between State Route 25 and Calistoga Drive
- Sunnyslope Road between Highway 25 Bypass and Memorial Drive, then from Cerra Vista Road to Fairview Road
- State Route 25 Bypass between San Felipe Road and Sunset Drive
- San Benito Street between Nash Road and Union Road
- Southside Road between north of Union Road and south of Hospital Road

The San Benito County Bikeway and Pedestrian Master Plan proposes Class II bike lanes along a 1.57-mile stretch of Fairview Road from Airline Highway (State Route 25) to Sunnyslope Road and along a 3.84-mile stretch of Airline Highway (State Route 25) from the Hollister City limits to the Tres Pinos School.

Consistent with the recommendations of the traffic consultant, the project is designed to facilitate the construction and integration of bicycle and pedestrian facilities on and off the site. The proposed project would include frontage improvements on Fairview Road designed to be consistent with the County's Roadway Design Standards, which would include the provision of bicycle and pedestrian facilities on Fairview Road. Additionally, sidewalks and pedestrian crossings would be provided at the Fairview Road/Cielo Vista Drive extension intersection to connect the planned on-site pedestrian facilities to existing/future pedestrian facilities on Fairview Road and Cielo Vista Drive. Proposed internal circulation is assumed to be a loop roadway network with some cul-de-sacs. The on-site circulation network is designed to integrate pedestrian, bicycle and vehicular modes of transportation, and to maintain open space at the end of cul-de-sacs in order to provide pedestrian and bicycle connectivity within the project site. The project includes a network of internal bike lanes and pedestrian walkways along planned roadways. This access network would be designed to facilitate connection to the future Class I bike lane and pedestrian path along the Fairview Road frontage indicated in the San Benito County Bikeway and Pedestrian Master Plan, allowing for convenient access to services and destinations within the Hollister area and to the adjoining Gavilan College San Benito Campus.

In addition, as noted above, the Fairview Corners Specific Plan contains numerous policies that require developer compliance, which will facilitate pedestrian and bicycle connections.

Accordingly, the project would provide a comprehensive system of internal bicycle and pedestrian paths ensuring alternative access throughout the project, consistent with the County's Bikeway and Pedestrian Master Plan objectives to provide such facilities within development projects. Therefore, the project would be consistent with adopted policies, plans, or programs (including the San Benito County Bikeway and Pedestrian Master Plan and relevant General Plan policies) by facilitating programs supporting alternative transportation. Therefore, the project's impacts on transit, bicycle and pedestrian circulation would be **less than significant**.

No mitigation is required.

Public Transit Facilities

The proposed project would increase the demand for transit service. The project's traffic engineers estimate that the 220 dwelling units under the maximum build-out scenario would generate approximately five daily transit rides based on current transit ridership utilization rates in San Benito County (Elia email comm. June 1, 2011). This level of transit demand would not occur all at once, but rather would increase gradually over time as the project site develops.

The fixed-route bus stops nearest to the project site are located at the Hazel Hawkins Memorial Hospital (near the intersection of Airline Highway (State Route 25)/Sunset Drive) and at Sunnyslope Elementary School (near the intersection of Sunnyslope Road/Memorial Drive).

However, County Express currently provides a Dial-A-Ride service to all areas located more than 3/4-mile from fixed-route bus stops (unless an individual is disabled, in which case Dial-A-Ride is available at all locations). This would 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 nominally increase transit demand to the Dial-A-Ride service area, this growth would occur over an approximate 5 to 16-year period, during which time fixed-route bus service is expected to be extended to serve the project site. For these reasons, the Dial-A-Ride service should not experience an overwhelming demand for additional service.

Transportation objectives discussed in the San Benito County General Plan indicate that transit options should be available where practical to persons without access to an automobile. As set forth in the relevant Specific Plan policies discussed above, the developer would be required to work cooperatively with Caltrans, the San Benito COG, San Benito County, and the Gavilan College District to develop, implement and maintain public transit services to the project site, commensurate with local demand for these services. In addition, appropriate location(s) for a future bus stop on the Cielo Vista Drive extension would be reserved, likely near the Gavilan College San Benito Campus. While no fixed-route transit serves the project site presently, the proposed bus turnout(s) would facilitate the future extension of the existing fixed transit route network if and when demand conditions justify route extension.

Therefore, because the fixed-route bus service is expected to be extended to the project site if and when demand conditions justify; bus turnout facilities would be included with the project's roadway improvements; and the Dial-A-Ride service is able to serve the project until such time as fixed-route bus service is available, the project would have a **less than significant impact** to public transit facilities.

No mitigation is required.

3.14.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

This section presents the proposed project's traffic impacts under cumulative conditions. The sections that follow describe the future transportation network that was used in the cumulative impact analysis, the methodology used to estimate cumulative traffic volumes, and the results of the analysis and related mitigation measures.

Transportation Network under Cumulative Conditions

The transportation network assumed under cumulative conditions includes various transportation network improvements in and around the City of Hollister and unincorporated San Benito County. Roadway improvements identified in the RTP as well as those additional improvements identified in the then-adopted TIF program (as of the time the traffic analysis was prepared) are included under cumulative conditions. As noted above, the updated TIF study and related fee was recently updated. For purposes of this Draft EIR, the traffic analysis utilized the information as set forth in the then-applicable TIF in describing cumulative conditions, which was the best information available at the time the Notice of Preparation for this Draft EIR was issued.

At the time the traffic analysis was prepared, the then-adopted TIF program identified roadway widening improvements throughout San Benito County to accommodate projected growth through the year 2023. Specific intersection improvements, however, were not identified in the TIF. For the study intersections situated along each improvement corridor, the traffic engineer identified likely lane geometry and traffic control improvements that would 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.

The following major transportation improvements are assumed under cumulative conditions:

Highway Widenings. Both State Route 25 and State Route 156 are assumed to be widened to four lanes.

Fairview Road Widening. Fairview Road is assumed to be widened to four lanes from Airline Highway (State Route 25) to McCloskey Road.

Union Road Extension. Union Road will be extended from its current termination point, east of Airline Highway (State Route 25), eastward, and connected to Fairview Road. This roadway improvement is assumed to be constructed as part of the Award Homes Project.

Union Road Widening. Union Road is assumed to be widened to four lanes from Fairview Road to State Route 156.

Airline Highway (State Route 25) Widening. Airline Highway (State Route 25) is assumed to be widened to four lanes from Fairview Road to Sunset Drive.

Union Road and State Route 156 Intersection. The intersection of Union Road/State Route 156 is assumed to have a second northbound left-turn lane to improve the level of service.

Sunnyslope Road Widening. Sunnyslope Road is assumed to be widened to four lanes from El Toro Drive to Fairview Road

Fairview Road and Cielo Vista Drive/Project Driveway Intersection. For purposes of this cumulative analysis, this intersection is evaluated as a four-way intersection with the improvements described under existing with-project conditions.

Fairview Road and Hillcrest Road Intersection. This intersection is assumed to be signalized with the necessary improvements as part of the Santana Ranch Specific Plan and as identified in the TIF program.

Fairview Road and Sunnyslope Road Intersection. This intersection is assumed to have the necessary improvements as part of the Santana Ranch Specific Plan.

Year 2023 Development Projections and Cumulative Traffic Volumes

Forecasts of future demand on the study area 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. This planning horizon is based on a set of population, housing and employment projections that were developed based on the relevant land use designations in the City of Hollister and San Benito County General Plans, on County and other state, regional and local projections of population and employment growth, and on the constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG 2008).

Base cumulative traffic volumes at the study intersections were obtained from the 2023 travel demand model prepared for the original Fairview Corners/Gavilan Master Plan based on the combined projects studied in the Gavilan EIR (Gavilan College District 2008), which did not include the intersections of Valley View Drive/Sunnyslope Road and Valley View Drive/Union Road, because model volumes were not available for those two intersections. A growth rate was used to estimate the traffic volumes at these two intersections under cumulative conditions. Population growth rates in San Benito County have been very low since 2003 (less than 1 percent per year). For a conservative analysis, the traffic consultant used a reasonable growth rate of 1.5 percent per year to estimate cumulative traffic volumes at these two locations. Therefore, a future growth of 1.5 percent per year was applied to provide a comparable estimate the future year 2023 volumes for these two intersections (Hexagon 2011).

There are two notable long-range development projects—the Santana Ranch Specific Plan and the Gavilan College San Benito Campus projects—which are in close proximity to the Fairview

Corners project and would affect most of the study intersections. These two projects are not covered entirely by the growth projections contained in the 2023 travel demand model. Therefore, projected traffic from the approved Santana Ranch and Gavilan College projects was added to base cumulative volumes to yield cumulative without-project traffic volumes. In addition, traffic from the Award Homes project is included in the cumulative analysis. The cumulative with-project peak-hour traffic volumes are shown in the traffic report, Figure 10, Cumulative with Project Traffic Volumes (See Appendix K).

Intersection Levels of Service and Operations under Cumulative Conditions

Impact TRA-9: Implementation of the proposed project in combination with past, present and reasonably foreseeable, probable future projects would result in significant impacts at two intersections and may result in insufficient vehicle storage within the left-turn pocket leading from southbound Fairview Road to the project site, which could result in increased traffic congestion on Fairview Road. Both of these are potentially **significant cumulative impacts**.

Intersection LOS

The results of the intersection LOS analysis (Hexagon 2011) under cumulative conditions are summarized in the traffic report as well as in Table 41, Cumulative Intersection Levels of Service. Signal warrant checks under cumulative conditions were also performed and are presented in Table 42, Cumulative Peak Hour Signal Warrant Checks.

The results show that the operations at two intersections would either degrade to unacceptable LOS standards or an already-existing unacceptable LOS standard would be further exacerbated under cumulative with-project traffic conditions. This indicates that over the next 10 to 15 years, it is likely that improvements at these locations would be necessary in order to ensure an acceptable LOS standard. For the most part, these deficiencies are a result of other cumulative development growth throughout the City of Hollister and the unincorporated County (Hexagon 2011). However, as shown in Table 41, the proposed project would contribute to significant cumulative LOS impacts at two of the study intersections: Fairview Road/Cielo Vista Drive extension and Memorial Street/Hillcrest Road. The remaining study intersections would not be significantly impacted by the project under cumulative conditions. The intersection level of service calculation sheets are included in the traffic report appendices.

Described below are the two intersections at which the project's contribution toward the impact would be significant and the recommended improvements necessary to ensure an acceptable LOS standard under cumulative conditions.

Table 41 Cumulative Intersection Levels of Service

			Cumulative Without-Project		Cumulative With-Project		
Intersection	**Ex Int Control**	**Peak Hour**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**	**Changed Delay [3]**
Fairview Rd./Ridgemark Dr. and Airline Hwy.	All-Way [2]	AM	37.1	E	40.2	E	+3.1
		PM	80.7	F	85.1	F	+4.4
Enterprise Rd. and Airline Hwy.	Two-Way [1]	AM	28.5	D	30.1	D	+1.6
		PM	25.2	D	27.4	D	+2.2
Fairview Rd. and Cielo Vista Dr. Extension	One-Way [1]	AM	21.8	C	29.6	D	+7.8
		PM	51.1	F	177.9	F	+126.8
Fairview Rd. and Union Rd.[4]	Future Signal	AM	12.3	B	12.1	B	-0.2
		PM	12.0	B	12.0	B	n/c
Valley View Rd. and Union Rd.	Two-Way [1]	AM	17.1	C	17.3	C	+0.2
		PM	62.6	F	65.4	F	+2.8
Airline Hwy. and Union Rd.	Signal	AM	36.6	D	37.2	D	+0.6
		PM	59.6	E	61.9	E	+2.3
Southside Rd. and Union Rd.	Signal	AM	18.0	B	18.0	B	n/c
		PM	18.0	B	18.0	B	n/c
San Benito St. and Union Rd.	Signal	AM	10.9	B	10.8	B	-0.1
		PM	11.6	B	11.5	B	-0.1
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	25.6	C	25.8	C	+0.2
		PM	33.8	C	33.8	C	n/c
Airline Hwy. and Sunset Dr.	Signal	AM	9.2	A	9.1	A	-0.1
		PM	10.8	B	10.8	B	n/c
McCray St./Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	30.5	C	30.6	C	+0.1
		PM	35.0	D	35.3	D	+0.3

Valley View Rd. and Sunnyslope Rd.	All-Way [2]	AM	16.7	C	17.2	C	+0.5
		PM	21.7	C	22.8	C	+1.1
Fairview Rd. and Sunnyslope Rd.	Signal	AM	19.2	B	19.4	B	+0.2
		PM	18.7	B	18.8	B	+0.1
Fairview Rd. and Hillcrest Rd.	One-Way [1]	AM	17.6	B	17.7	B	+0.1
		PM	18.0	B	18.1	B	+0.1
Memorial Dr. and Hillcrest Rd.	All-Way [2]	AM	57.7	F	65.0	F	+7.3
		PM	112.8	F	124.0	F	+11.2
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	38.7	D	40.5	D	+1.8
		PM	63.4	E	66.7	E	+3.3
McCray St. and Hillcrest Rd.	Signal	AM	37.6	D	38.3	D	+0.7
		PM	57.2	E	59.4	E	+2.2
Fairview Rd. and Santa Ana Rd.	One-Way [1]	AM	17.4	C	17.8	C	+0.4
		PM	18.8	C	19.3	C	+0.5
Fairview Rd. and McCloskey Rd.	One-Way [1]	AM	20.5	C	20.9	C	+0.4
		PM	23.2	C	24.0	C	+0.8

Source: Hexagon Transportation Consultants, Inc. (2011)

Notes:

1. 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.

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

3. Change in delay is measured relative to background conditions for the analysis of project conditions impacts.

4. Future intersection.

Entries denoted in **bold/boxed** indicate conditions that exceed the current level of service standard.

Delays in seconds. Impacts shown in boxes.

Fairview Road/Cielo Vista Drive extension. As shown in Table 41, Cumulative Intersection Levels of Service, above, under cumulative without-project conditions, this intersection is expected to operate at an acceptable LOS C during the AM peak-hour and an unacceptable LOS F during the PM peak-hour. Under cumulative with-project conditions, the LOS during the AM peak-hour would decline from an acceptable LOS C to an unacceptable LOS D; during the PM peak-hour the intersection LOS would remain at an unacceptable LOS F but the average delay would increase by 126.8 seconds. Therefore, during the AM and PM peak-hours, the project would result in **potentially significant cumulative impacts.**

Impact TRA-3 presents a project-level vehicle queuing analysis for high-demand turning movements. Under the cumulative condition (as outlined in Section 3.0), based on the maximum peak-hour vehicle queue, for the turn-pocket storage length for the southbound left-turn movement on Fairview Road at the intersection of Cielo Vista Drive extension would need to accommodate a maximum queue of eight vehicles and therefore would need to be about 200 feet long (Hexagon 2011).

Under the cumulative conditions and to meet the County's design standards, at the time the intersection is signalized, the turn pocket will need to accommodate 200 feet of vehicle storage, 440 feet for deceleration space, and a 90-foot bay taper, for a total length of 730 feet. The distance between the Cielo Vista Drive extension right-of-way and the north property line is greater than 800 feet, which is sufficient to accommodate a turn pocket that meets design standards. Article 7.0 of the proposed Specific Plan (Implementation Plan) assumes that this intersection will be fully signalized and improved during development of the first phase of the adjoining Gavilan San Benito Campus; however, if development of the project site precedes the Campus project, the master developer and/or individual developer(s) of any portion of the project site that abuts Fairview Road would be responsible for constructing these improvements as level of service or other factors warrant.

Signalization of this intersection and extension of the left-turn lane may be needed to ensure acceptable traffic operations. The traffic analysis proposes the following measures to mitigate impacts.

MM TRA-9a: Prior to the issuance of the building permit(s) for the 135th and 200th residential units (excluding secondary units) respectively, the project developer shall monitor the intersection of Fairview Road/Cielo Vista Drive extension to determine if signalization is needed. Monitoring shall include the following:

1. Conduct analyses of all applicable traffic signal warrants and based on field measured data;

2. Study prevailing traffic and roadway conditions; and

3. Report the results to the San Benito County Public Works Administrator, who will determine if and when the traffic signal and extension of the turn-pocket storage for the southbound left-turn movement on Fairview Road should be installed.

MM TRA-9b: The developer shall install the traffic signal and extend the turn-pocket storage for the southbound left-turn movement on Fairview Road if directed in writing to do so by the San Benito County Public Works Administrator, consistent with MM TRA-8a above. The developer's costs associated therewith may be subject to partial reimbursement to the extent other funding sources such as the TIF program, an established Benefit Area or from other development are available and applicable;

provided, however, the developer's obligation to install the signal and extend the left-turn lane shall not be dependent on receipt of any reimbursement. The developer shall be obligated to install the identified improvements promptly upon notification from the County of the need to do so, and no additional building permits for residential units (excluding secondary units) shall be issued until the traffic signal is installed.

With implementation of MM TRA-9a and MM TRA-9b, the project's impact to the intersection of Fairview Road/Cielo Vista Drive extension would be mitigated to a **less than significant level with mitigation incorporated.**

In the alternative, if the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Fairview Road/Cielo Vista Drive extension and extension of the turn-pocket storage for the southbound left-turn movement on Fairview Road is not warranted at the time of issuance of the building permit of the project's 200th residential unit (excluding secondary units), the following mitigation measure shall apply:

MM TRA-9c: If the San Benito County Public Works Administrator determines that the traffic signal at the intersection of Fairview Road/Cielo Vista Drive extension and extension of the turn-pocket storage for the southbound left-turn movement on Fairview Road is not warranted at the time of issuance of the building permit for the project's 200th residential unit, then the developer shall comply with the following. If the identified traffic signal and extension of the turn-pocket storage for the southbound left-turn movement on Fairview Road is expressly covered in the then-current TIF program, then the developer's payment of the applicable TIF shall constitute its fair share contribution toward improvements at this intersection. If the identified traffic signal and extension of the turn-pocket storage for the southbound left-turn movement on Fairview Road is not expressly covered in the then-current TIF program, then the developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward the signalization of this intersection.

Accordingly, if this alternative mitigation approach is implemented, the project's impacts would be mitigated to the extent feasible However, even if implemented, the timely construction of the required improvements cannot be guaranteed. Accordingly, the project's impacts to the Fairview Road/Cielo Vista Drive extension would be considered **significant and unavoidable**.

Memorial Drive and Hillcrest Road. Under cumulative conditions, this intersection would operate at LOS F during both peak hours with or without the project. However, the addition of project-related traffic would increase delay at this intersection. During the AM peak-hour, the delay would increase by 7.3 seconds and during the PM peak-hour it would increase by 11.2 seconds, both of which are greater than the threshold of an increase in delay of more than five seconds at an intersection operating at an unacceptable level of service. This is a **potentially significant cumulative impact.**

The following measure is recommended to mitigate impacts to the extent feasible.

MM TRA-9d: Signalization of the Memorial Drive and Hillcrest Road 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 ensure acceptable traffic conditions. If the identified improvements are expressly covered in the then-current TIF program, then the developer's payment of the applicable TIF shall constitute its fair share contribution toward the improvements at this intersection. If the identified improvements are not expressly covered in the then-current TIF program, then the developer shall pay the project's fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, given the current pace of development and the anticipated costs of the identified improvements at this intersection as well as the fact that this intersection lies entirely within the City of Hollister's jurisdiction, the developer's payment of its fair share of costs would not guarantee timely construction of this improvement to mitigate the project's impact to a less than significant level. Therefore, the project's contribution to the cumulative impact is considered **significant and unavoidable**.

Table 42 Cumulative Peak-Hour Signal Warrant Checks

	Cumulative no-Project		Cumulative with-Project	
Intersection	**AM Warrant Met ?**	**PM Warrant Met?**	**AM Warrant Met ?**	**PM Warrant Met?**
Fairview Road/Ridgemark Drive and Airline Highway (State Route 25)	Yes	Yes	Yes	Yes
Enterprise Road and Airline Highway (State Route 25)	Yes	Yes	Yes	Yes
Fairview Road and Cielo Vista Drive/Future Project Entrance	Yes	Yes	Yes	Yes
Valley View Road and Union Road	No	No	No	No
Valley View Road and Sunnyslope Road	No	Yes	No	Yes
Fairview Road and Hillcrest Road	Yes	Yes	Yes	Yes

	Cumulative no-Project		Cumulative with-Project	
Intersection	**AM Warrant Met ?**	**PM Warrant Met?**	**AM Warrant Met ?**	**PM Warrant Met?**
Memorial Drive and Hillcrest Road	Yes	Yes	Yes	Yes
Fairview Road and Santa Ana Road	Yes	Yes	Yes	Yes
Fairview Road and McCloskey Road	Yes	Yes	Yes	Yes

Source: Hexagon Transportation Consultants, Inc. (2011)

Note: Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C CAMUTCD, 2010 Edition.