4. CIRCULATION ELEMENT

4

The primary purpose of the Circulation Element is to facilitate the orderly, efficient, and context-sensitive expansion and development of Hollister's circulation systems in support of the Land Use Element. The Circulation Element provides an overview of the existing roadway network in Hollister today and addresses a comprehensive set of public concerns that include the location and design of streets and roadways, vehicular circulation, parking, pedestrian accessibility and enjoyment, bicycle access, local and regional transit systems, and the transport of public and private goods. This element presents goals, policies, and actions for the following topics:

Photo by PlaceWorks

4.1 HOLLISTER TODAY

The City of Hollister maintains approximately 88 centerline miles of major streets and highways, 1 airport, and 9 miles of bicycle facilities. Many more miles of local residential streets are also maintained. The transportation system also includes transit and paratransit systems, taxi service, over the road trucking services, and transportation demand management programs, such as a ridesharing program. The primary road networks in Hollister are described in the following sections. The City of Hollister is responsible for planning, constructing, and maintaining local roadways within the City Limits. All other roads that extend into the Sphere of Influence (SOI) and beyond fall under the County's jurisdiction. State Route (SR) 25 (including the bypass) falls under the California Department of Transportation's (Caltrans') jurisdiction.

4.1.1 Regional Context

The County of San Benito Council of Governments (SBCOG) was established in 1973. SBCOG's jurisdiction follows the boundaries of San Benito County, consists of three member jurisdictions, and is overseen by a board of five members - two representatives each from the San Benito County Board of Supervisors and the Hollister City Council, and one representative from the San Juan Bautista City Council. The actions of SBCOG are governed by its Joint Powers Agreement, Transportation Development Act (TDA) regulations, the California Administrative Code, and Memorandums of Understanding with Caltrans.

While SBCOG plays a major role in developing local transportation policy and transportation planning programs, project implementation is the responsibility of the local jurisdictions, Caltrans, County Express, and the private sector.

Every four years, SBCOG prepares a county-wide Regional Transportation Plan. The Regional Transportation Plan identifies current and future transportation needs, investments needed to meet those needs, and what funds SBCOG expects to have available to fund those investments. The plan also sets forth transportation goals and policies for the region, which establishes the framework for locally adopted circulation plans. SBCOG also develops and administers the Regional Transportation Impact Mitigation Fee program for the cities and San Benito County.

4.1.2 Existing Roadway Network

Hollister is served by extensive roadways providing access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

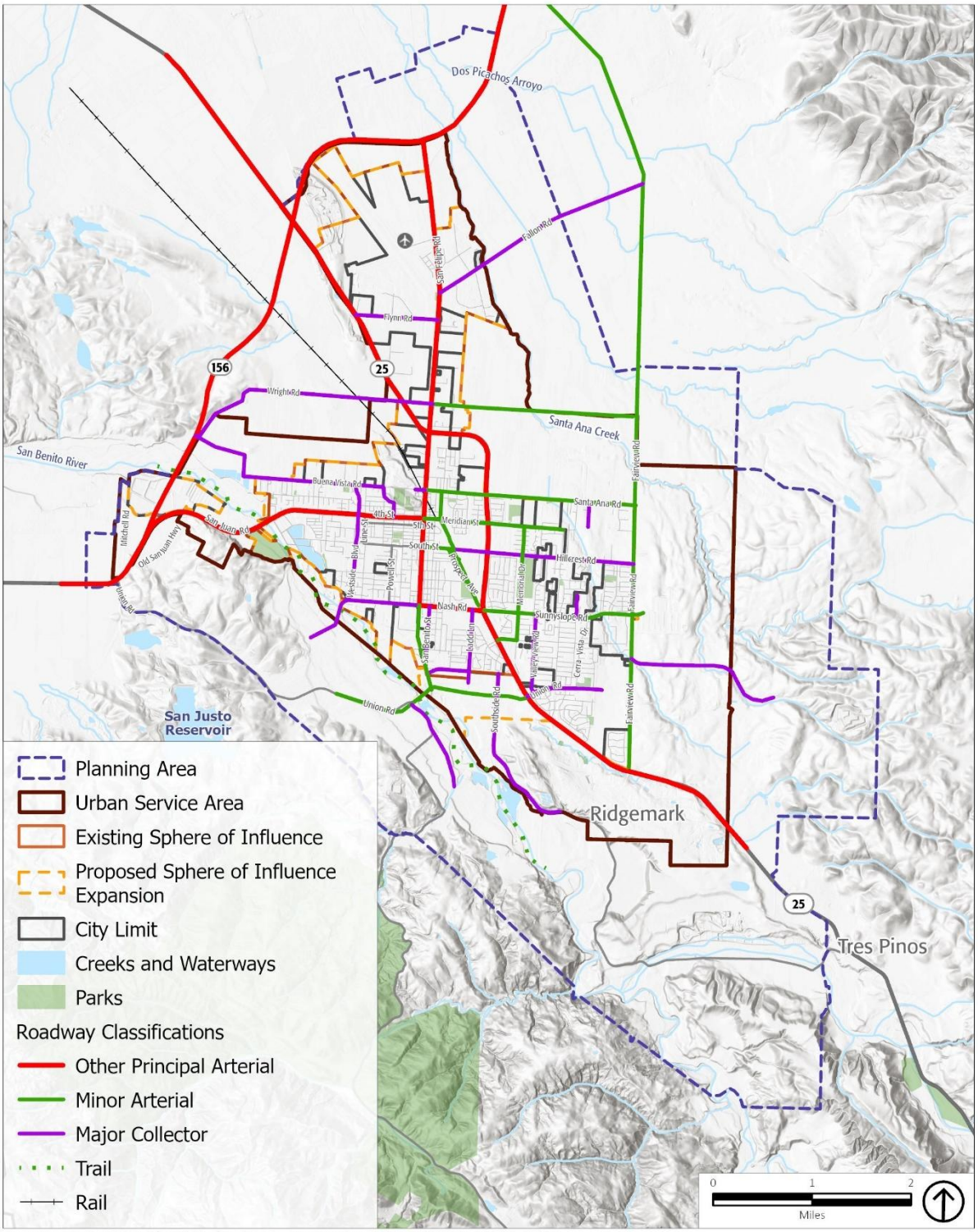
These roadways are classified into different functional classifications:

- Highways
- Arterials
- Collectors
- Local Streets

Figure C-1 illustrates the functional classifications of Hollister's roadways.

Photos by Kimley-Horn

Figure C-1 Roadway Classifications



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

Photo by Kimley-Horn

4.1.2.1 FREEWAYS AND HIGHWAYS

Caltrans maintains one freeway (US 101) and four state highways in San Benito County (SRs 25, 129, 146, and 156). Two of these routes, SR 25 and SR 156, pass through the City of Hollister.

SR 25 traverses the entire length of San Benito County from the southern county boundary at the junction of SR 198 near King City north through Paicines, Tres Pinos, and Hollister. It connects to US 101 just past the northern county boundary near Gilroy. In Hollister, SR 25 occupies Airline Highway. Caltrans classifies this route as a minor arterial, and the route is primarily a rural two-lane facility, except for a short, 1/3-mile section in Hollister where it is four lanes.

SR 25 is a primary commuter route between Hollister and Gilroy. Commuter traffic on this rural two-lane highway has increased steadily over the last 15 years. During peak commute periods, SR 25 experiences high levels of traffic congestion at especially the intersecting roadways, and the operating conditions have substantially deteriorated. The number of accidents along the corridor is currently the highest in the county. In addition, traffic operations have deteriorated on SR 25 south of Sunnyslope Road, due in large part to increased traffic volumes from new residential development in south Hollister. SR 25 is planned to be widened to four lanes in the medium to long term, pending funding. The intersection of SR 25 and SR 156 was improved to a multilane roundabout to alleviate congestion and improve safety. Santa Clara Valley Transportation Authority is finalizing plans to implement improvements to the US 101 and SR 25 interchange. Funding for the improvements is available and construction should start in the next year.

SR 156 traverses Northern San Benito County from US 101 west of San Juan Bautista through San Juan Bautista and Hollister to the San Benito-Santa Clara County line where it connects with SR 152. In Hollister, the SR 156 bypass skirts north of the city limits, while Business Route 156 passes through Downtown Hollister.

The corridor serves interregional traffic, including substantial amounts of truck traffic during the week and recreational traffic between the Central Valley and the Monterey Bay area on the weekends. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Route System. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is conventional highway. SR 156 is also designated as a truck route by Caltrans.

SR 156 is a four-lane expressway from US 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County line. Business Route 156 is a two-lane rural highway from the SR 156 (bypass) to San Felipe Road, where it becomes a four-lane expressway to SR 156 (end of bypass). SR 156 is a major corridor for commuters traveling to Monterey and Santa Clara Counties. The segment of SR 156 between San Juan Bautista and Hollister is a two-lane highway with high commuter volumes, as well as substantial truck and farm equipment traffic. Caltrans started construction for the widening of SR 156 between San Juan Bautista and 4th Street in 2022.

4.1.2.2 Local Facilities

San Felipe Road is a north/south four-lane highway that begins north of Hollister (north of SR 156) and extends southward into Hollister to the intersection of Santa Ana Road where it changes designation to San Benito Street.

Fairview Road is a north/south two-lane highway that extends northward from its intersection with SR 25 to the south of the city to San Felipe Road, north of Hollister.

Wright Road/McCloskey Road is an east/west two-lane arterial. It begins as Wright Road at its intersection with Buena Vista Road and extends eastward to San Felipe Road where it changes designation to McCloskey Road. McCloskey Road extends eastward and terminates at its intersection with Fairview Road.

San Juan Road/4th Street is an east/west two-lane road that begins as a highway, transitions to an arterial east of San Benito Street, and transitions to a collector east of Memorial Drive. It begins to the west at its intersection with SR 156 and extends eastward transitioning into 4th Street at Line Street. 4th Street again changes designation to Meridian Street at its intersection with McCray Street, east of San Benito Street.

Santa Ana Road is an east/west arterial. Mainly a two-lane roadway, Santa Ana Road includes a small three-lane (two eastbound and one westbound lanes) roadway segment. This roadway begins at its intersection with San Felipe Road and extends eastward to Fairview Road, where it terminates.

Hillcrest Road is an east/west arterial composed of a small, three-lane roadway segment (two eastbound and one westbound lanes) from McCray Street to Memorial Drive, and a two-lane roadway segment from Memorial Drive to Fairview Road, where it terminates. West of McCray Street, Hillcrest Road changes designation to South Street. South Street west of San Benito Street is a collector.

Photo by Kimley-Horn


Photo by Kimley-Horn

Tres Pinos Road/Sunnyslope Road is an east/west two- to four-lane arterial that begins at its intersection with Rancho Drive (east of San Benito Street) as Tres Pinos Road and extends to the east to Prospect Avenue where it transitions into Sunnyslope Road. Sunnyslope Road terminates at its intersection with Fairview Road. West of Rancho Drive, Tres Pinos Road changes designation to Nash Road.

4.1.3 Street Classification and Design

This section sets forth the street classifications to designate how streets will be developed during the 20-year planning horizon of this plan.

The street classifications set forth in this Circulation Element combine traditional street classifications, which define design and operational characteristics based on the need to accommodate the movement of motor vehicles, with context-sensitive street classifications, which factor in neighboring land uses and the need to accommodate pedestrians, bicyclists, and transit users. The resulting matrix of street classifications creates a framework within which street design is influenced by both function and context.

Table C-1 shows the relationship between street classifications and land use.

Table C-1: Street Classification and Land Use Context

Function/ Design Context	Arterial Street	Major Collector Street	Collector Street	Local Street	Function/ Design Context
Commercial Use	X	X	–	–	Commercial Use
Main Street Use	–	X	X	–	Main Street Use
Mixed Use	X	X	X	X	Mixed Use
Residential Use	–	X	X	X	Residential Use
Industrial Use	X	X	X	X	Industrial Use

4.1.3.1 Arterial Streets

Function

The primary function of an arterial is to provide a high degree of mobility and generally serve longer vehicle trips to and from the urban area. Its secondary function is to serve longer trips within the urban area connecting major urban elements, such as the Downtown Central Business District, industrial facilities, large urban and suburban commercial centers, and other key activity centers. South Street is an example of an arterial in Hollister.

Arterials may be four to eight lanes in width and may accommodate up to 30,000 vehicles or more per day. Arterials often have a large median area used as a left-turn lane at intersections. Access to arterials should be limited to signalized intersections with major and minor collector streets and major commercial driveways. Direct access to adjacent properties should be limited to right-turn-in and right-turn-out movements only. Posted speed limits on thoroughfare facilities generally range between 30 and 45 miles per hour (mph), varying based on the type of area being served.

With an emphasis on mobility, an arterial is generally designed to accommodate vehicle trips in the form of passenger cars, trucks, and buses. Bicycle facilities may be provided. Pedestrian facilities are always provided, but the width of these facilities varies depending on adjacent land use and the level of pedestrian activity.

A typical cross-section for a major commercial arterial.

Design Context

As with all functional street types, the design of an arterial depends on its land use context. Traffic-dependent commercial land uses, such as suburban shopping centers, are the most common land use along arterials. Where this is the case, for example San Felipe Road, primary design considerations are lane width and access management.

Photo by PlaceWorks

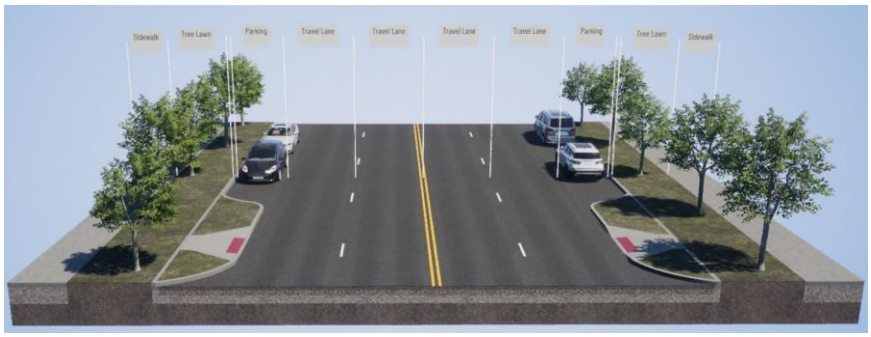
4.1.3.2 COLLECTORS

Major Collectors

Function

The primary function of the major collector is to serve longer trips in the urban area connecting major urban elements, such as the downtown, industrial facilities, large urban and suburban commercial centers, major residential areas, and other key activity centers. Its secondary function is to provide backup capacity for regional traffic in the event of emergency or temporary road construction.

Major collectors are two to four lanes wide and may accommodate up to 20,000 vehicles per day. Major collectors often have a median or third lane for turning movements. Direct access to properties should be consolidated where feasible. Posted speed limits on major collector facilities generally range between 30 and 35 mph. Union Road east of SR 25 is an example of a major collector in Hollister.



A typical cross-section for a major Main Street collector.

Design Context

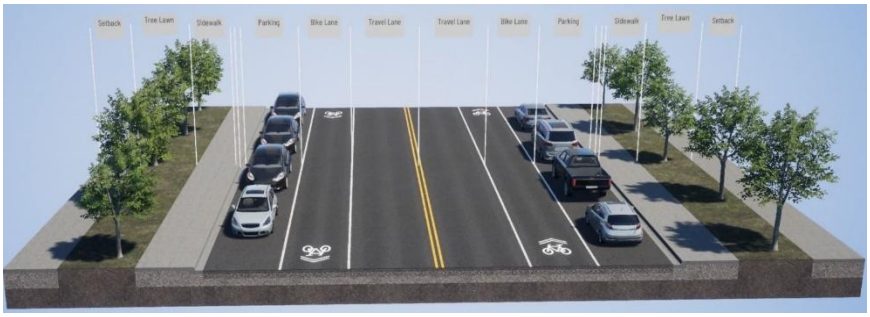
A mix of land uses, such as office and residential, is the most common land use along major collectors. Where this is the case, for example on San Benito Street south of South Street, high-priority design elements include wide sidewalks and transit facilities with high amenities. Alternatively, in a Main Street context with limited right-of-way, for example 4th Street, lane width and access management may be compromised in favor of wide sidewalks, planting strips that separate the sidewalk from the street, and on-street parking.

Minor Collectors

Function

The primary function of a collector is to provide access between local streets and arterials. Its secondary function is to provide access to land in residential, commercial, and industrial areas.

Collectors are two lanes wide and may accommodate up to 10,000 vehicles per day. Direct access to adjacent properties is discouraged. Speed limits are typically in the 25 to 35 mph range. Apricot Lane is an example of a minor collector in Hollister.



A typical cross-section for an industrial collector.

Design Context

Residential or industrial land uses are the most common land use along collector streets. In residential areas, collector streets provide access to local residential streets and occasionally provide direct access to residential properties. Where this is the case, for example on Buena Vista Road, high-priority design elements include detached sidewalks and street trees in planting strips. Alternatively, in an industrial context, for example on Chappell Road, emphasis shifts to lane width and intersection design for large trucks.

4.1.3.3 Local Streets

Function

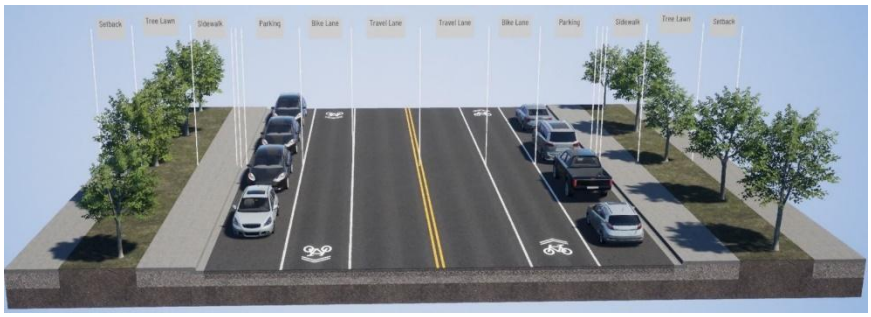
The primary function of a local street is to provide direct access from collector streets to residential, industrial, and mixed-use property. In the residential and mixed-use contexts, the primary function of the residential street is also to provide a high-amenity environment for pedestrians. Its secondary function is to provide access to alternative collectors in high traffic periods. Mobility on local streets is typically incidental and involves relatively short trips at lower speeds to and from collector facilities.

Because of their "neighborhood" nature, travel speeds are generally lower than collectors and throughfares. Posted speed limits on local streets generally range between 25 and 30 mph, depending on available right-of-way and the adjacent land uses. Traffic volumes on local streets are generally less than 5,000 vehicles per day, and also vary depending on available right-of-way and the adjacent land uses.

Pedestrian and bicycle safety and aesthetics are generally high priorities on local streets in residential and commercial areas. Wider travel lanes and broader turning radii to accommodate larger vehicle size are major considerations on local streets in industrial areas. Neil Drive is an example of a local street in Hollister.

Design Context

Residential and mixed land uses are the most common land uses along local streets. In residential areas, high-priority design elements include detached sidewalks, street trees in planting strips, and on-street parking. In mixed-use areas, high-priority design elements include wide sidewalks with transit access, bicycle lanes on designated bike routes, and on-street parking.



A typical cross-section for a local street.

4.1.4 Intersection Level of Service Standards

Level of service (LOS) is a qualitative description of traffic operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The correlation between average delay and LOS is shown in Table C-2. The concept of maintaining no worse than a tolerable level of congestion is important, not only to provide a reasonable LOS for motorists, but also to protect neighborhoods from the impact of excessive through traffic. To the extent that the arterial and collector street system is operating with limited congestion, there will be less incentive for drivers to use local streets to bypass areas of congestion.

TABLE C-2: INTERSECTION LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Signalized (seconds)	Unsignalized (seconds)
A	Free flow, with no delays. Users are virtually unaffected by others in the traffic stream.	Less than 10	Less than 10
B	Stable traffic, traffic flows smoothly with few delays.	Less than or equal to 10 to 20	Less than or equal to 10 to 15
C	Stable flow, but the operation of individual users becomes affected by other vehicles. Modest delays.	Less than or equal to 20 to 35	Less than or equal to 15 to 25
D	Approaching unstable flow, operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	Less than or equal to 35 to 55	Less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	Less than or equal to 55 to 80	Less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessively long delays and vehicle queuing.	Greater than or equal to 80	Greater than or equal to 50

Source: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council.

4.1.5 VEHICLE MILES TRAVELED AND TRANSPORTATION DEMAND MANAGEMENT

A common indicator used to quantify the amount of motor vehicle use in a community is vehicle miles traveled (VMT). VMT represents the total number of miles driven per day by persons traveling to and from a defined area. Many factors affect VMT, including the average distance people drive to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and facilities for non-automobile modes, including transit, walking, and bicycling, tend to generate lower VMT than auto-oriented suburban areas where land uses are typically segregated. Further, cities and regions where the jobs/housing ratio is balanced generate a lower VMT than areas where most residents commute long

Photo by Kimley-Horn

distances to work. From an environmental perspective, development that generates less per-capita VMT reflects less auto usage, and correspondingly, lower fuel consumption and production of greenhouse gas (GHG) emissions.

In California, the use of VMT instead of LOS as a metric to assess transportation-related environmental impacts has been adopted as part of updates to the California Environmental Quality Act (CEQA) under Senate Bill 743 (SB 743). As a result, the identification of transportation-related environmental impacts in CEQA documents is now based on the VMT associated with a project instead of the project's impact on traffic congestion. [1]

The Governor's Office of Planning and Research (OPR) Guidance advises jurisdictions to set VMT thresholds at 15 percent below the average for the defining area. The City has established the following thresholds:

- For residential projects, a project would cause substantial additional VMT if it exceeds existing county-wide average home-based VMT per capita minus 15 percent.
- For office projects, a project would cause substantial additional VMT if it exceeds existing county-wide average work-based VMT per employee (office) minus 15 percent.
- For other employment-based VMT projects besides office employment, a project would cause substantial additional VMT if it exceeds existing county-wide average work VMT per employee (other) for similar land uses minus 15 percent.
- For regional retail and other customer-based VMT projects where the primary source of VMT is not primarily employees, but customers, a project would cause substantial VMT if it results in a net regional change using the county as the basis or other area as determined appropriate by the City of Hollister.

4.1.5.1 Transportation Demand Management

Transportation demand management (TDM) refers to strategies that improve transportation system efficiency and reduce congestion by shifting trips from single-occupant vehicles to collective forms of transport, including mass transit, carpools, and private shuttles. TDM is a critical component of a comprehensive strategy to reduce VMT, traffic congestion, single-occupancy vehicles, and parking demand. TDM

[1] It should be noted that SB 743 pertains to CEQA scope only and that local jurisdictions, including the City of Hollister, are permitted to use LOS for other planning purposes outside the scope of CEQA. This General Plan includes LOS-related standards and policies.

programs are typically incorporated in new development and can include a range of infrastructure investments and incentives for the use of alternatives to the automobile, as well as parking management strategies and marketing. The City of Hollister has approved the California Air Pollution Control Officers Association (CAPCOA) TDM strategies that new development projects can implement to reduce VMT generated from the proposed development.

Photo by PlaceWorks

4.1.6 Complete Streets

Traditional roadway functional classification prioritizes moving vehicles at high speeds over the safety for any other users of the street or the natural context of the street location. A complete streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. This benefits public safety, all modes of travel, local land use, economic growth, cultural design, and the natural environment. The City of Hollister has developed cross-sections for the following roads that are consistent with complete street principles:

- Buena Vista Road
- Santa Ana Road
- Meridian Street
- Memorial Drive

Photo by Kimley-Horn

The Complete Streets Plan identifies future design and implementation strategies that can be used to plan, design, and maintain streets that are safe for users of all ages and abilities. The plan also takes a comprehensive look at a future green street network that can promote walking and biking connections to local schools, parks, and other community services. The Monterey Bay Area Complete Streets Guidebook, published by the Association of Monterey Bay Area Governments (AMBAG), in August 2013, provides examples of how roadways can function well for all users. The goal of the guidebook is to provide resources and procedures to local agencies for complete streets projects.

Photo by PlaceWorks

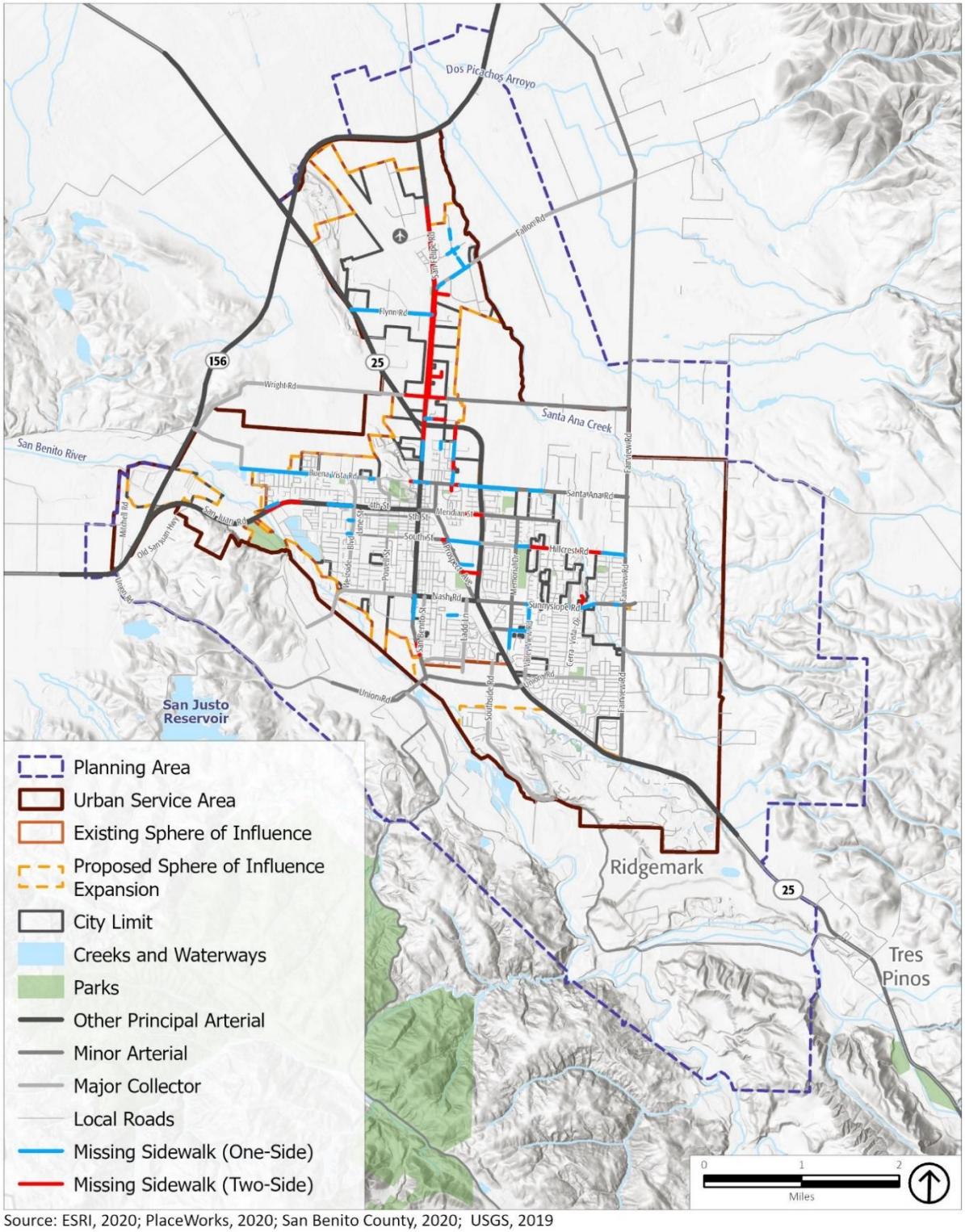
4.1.7 Pedestrian Facilities

An important first step in promoting pedestrian activity (and therefore healthy cities and neighborhoods) is to recognize that city streets are not just for cars. In fact, while city streets must accommodate automobile traffic, an equal or greater focus should be placed on accommodating pedestrians and bicyclists.

Photo by Kimley-Horn

Most major intersections in Hollister have marked crosswalks and countdown pedestrian-crossing signals that can be activated by pedestrians. Existing gaps in the city's sidewalk network are shown on Figure C-2. Pedestrian facility improvements, including high-visibility crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), and traffic-calming measures, are implemented along Central Avenue, Sally Street, Ladd Lane, and Buena Vista Road.

Figure C-2 Existing Sidewalk Gaps



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

4.1.8 Bicycle Facilities

There are currently limited bicycle facilities in Hollister. Most bicycling is done on roadway shoulders, which are not striped for bike lanes. In many cases, bicycle facilities can be accommodated on current streets. As many of the major streets in Hollister become impacted by heavy traffic, increased emphasis must be placed on accommodating bicycle travel when designing streets. This can be accomplished by adding bicycle lanes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use.

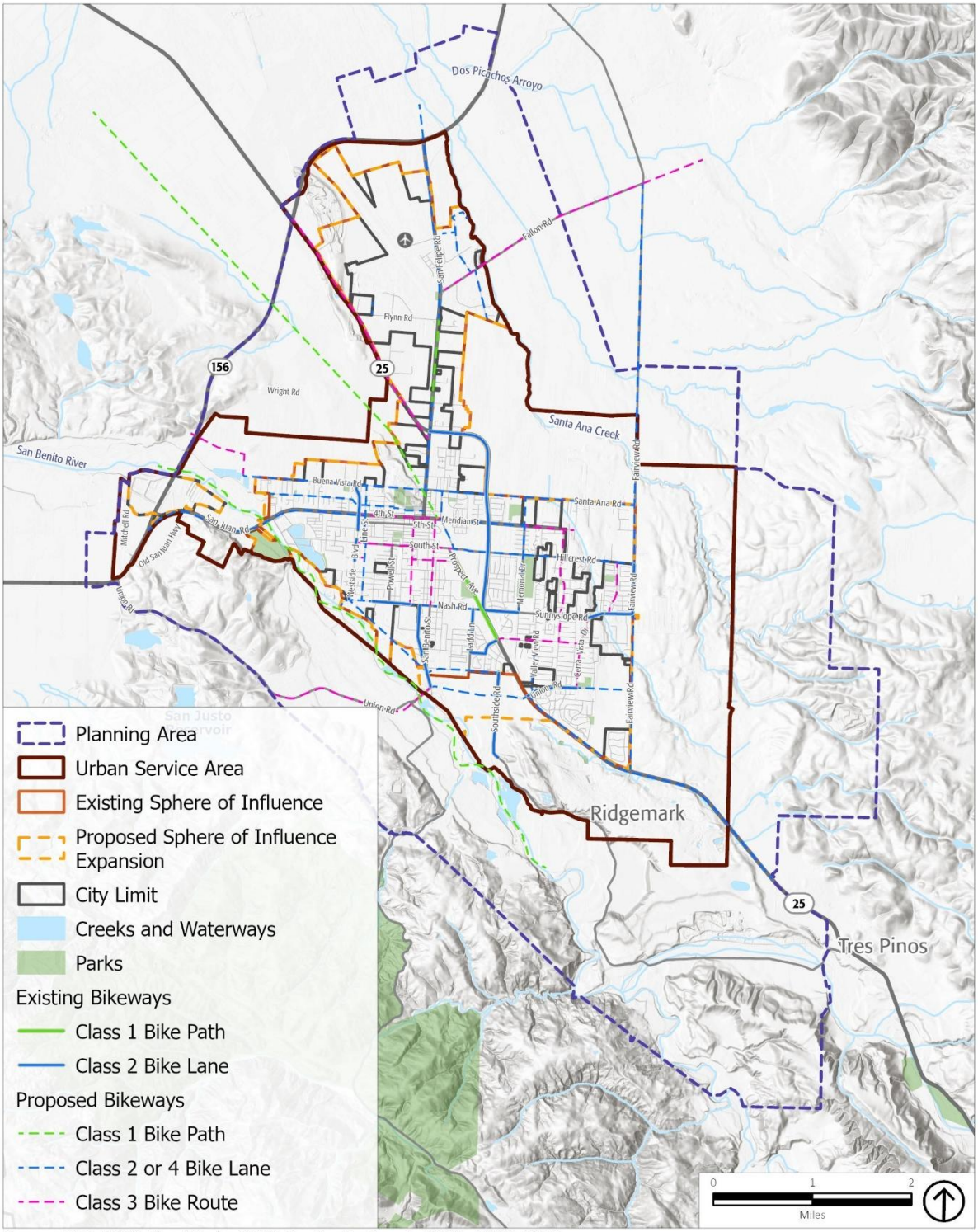
Existing and planned bicycle facilities are provided throughout Hollister on most arterials and major collectors, as shown on Figure C-3. Caltrans' Highway Design Manual (Chapter 1000: Bikeway Planning and Design) outlines four classes of bike facilities that can accommodate cyclists.

Class I

Shared-use paths provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized.

Source: City of San Jose Bikeway Classifications

Figure C-3 Existing and Planned Bike Facilities



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

Class II

Standard bike lanes are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes can be enhanced with green paint or a buffer and are generally five feet wide.

Source: City of Hollister, Class II Bike Lanes. Photo by Kimley-Horn

Class III

Shared lanes or bicycle routes are designated by signs or pavement markings for shared use between cyclists and motor vehicles. Bike routes serve either to provide continuity to the bicycle facilities or designate preferred routes for cyclists through high-demand corridors. These facilities can incorporate traffic-calming elements that prioritize bicycle traffic to allow for a more comfortable cycling experience.

Source: City of Hollister, Class III Bike Route. Photo by Kimley-Horn

Class IV

Cycle Tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barrier, or parked cars.

Source: City of Hollister Class IV. Photo by Kimley-Horn

A one-half mile, Class I multiuse path is along McCray Street between Tres Pinos Road and Hillcrest Road. Class II bike lanes currently exist throughout the city. Notable planned bike facilities include the construction of a Class I multiuse path from the existing McCray Street path to the north along the existing railway. In addition, a Class I facility is planned along the San Benito River, west and south of the city. Notable Class II bike lane facilities are planned along San Felipe Road, Buena Vista Road, Santa Ana Road, Fairview Road, Hillcrest Road, Nash Road, Tres Pinos Road, Union Road, and Airline Highway/SR 25.

4.1.9 Safety and Vision Zero

Vision Zero is an international road safety movement rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable. A core principle of Vision Zero is that people should not be killed or severely injured due to mobility. Crashes are not accidents; that is, they are entirely preventable if the transportation system is designed to minimize the consequences of human errors and mistakes. Vision Zero sets the goal of reducing traffic-related fatalities and severe injuries to zero, the only acceptable number.

Many factors, such as roadway design, speeds, human behavior, policies, technology, etc., contribute towards safety. Vision Zero is a multidisciplinary approach that brings together necessary stakeholders to achieve a common goal of reducing traffic-related fatalities and severe injuries to zero. Key features of Vision Zero include the following principles:

- Traffic deaths are preventable
- Human error must be incorporated in Vision Zero approach
- It is not expensive to save human lives
- Prevent fatal and severe crashes
- Integrate necessary disciplines for a Systems Approach

The City of Hollister does not currently have a Vision Zero plan; however, the City was part of the San Benito County's Local Streets and Roads Program (LSRP). The LSRP is a data-driven collision analysis of local roadways to identify and prioritize transportation safety improvements needed, which ties in with the overall Vision Zero goal of reducing traffic-related fatalities and severe injuries to zero.

4.1.10 Safe Routes to School

Safe Routes to School is an international initiative that targets improving the well-being and safety of children by increasing the number of students who walk or bike to school. This program is intended to promote community, environmental responsibility, physical health, and student safety. Safe Routes to School provides pedestrian and bicycle infrastructure recommendations that address gaps in local active transportation networks, helps improve the health of students by providing a space where they can be active, and assists in reducing VMT and GHG emissions. San Benito County has a Safe Routes to School Program that developed a handout for various schools in Hollister that outline the best suggested routes to and from school.

4.1.11 Neighborhood Traffic Calming

Neighborhood traffic-calming measures increase the quality of life of the residents that live in the neighborhood; create safer and more attractive streets; reduce the negative effects of motor vehicles on the environment; and promote pedestrian, bicycle, and transit use. The City of Hollister supports the sentiments of its residents who wish to preserve and maintain peaceful and pedestrian-friendly neighborhoods by minimizing the impacts caused by vehicular traffic. Roundabouts can be used to slow traffic in residential neighborhoods by preventing drivers from speeding through an intersection. Other techniques include curb extensions, bulbouts, median island or barrier, raised crosswalk, speed bumps or cushions, and turn restrictions.

Example of Speed Cushions – City of Hollister. Photo by Kimley-Horn

Example of a Traffic Circle – City of Hollister. Photo by Kimley-Horn

4.1.12 Public Transit

Public bus service in San Benito County is supplied by the County Express transit system. The San Benito Local Transportation Authority currently monitors the transit system.

4.1.12.1 Bus Service

San Benito Local Transportation offers both local fixed-route bus service and on-demand service, which is a curb-to-curb bus service that offers flexible routing and scheduling.

In addition, County Express provides Tripper Service, which serves Hollister's students by providing a discounted bus service route to many of the schools during peak travel demand associated with local school bell schedules.

No service is currently provided to the employment center near Hollister Airport.

County Express Transit System has a paratransit service for persons that are unable to ride Fixed-Route service due to physical or cognitive disabilities. The service is available for trips within 0.75 mile of Fixed-Route service.

Source: San Benito County Express

County Express Transit System's intercounty service includes service to Gilroy's Caltrain station, Gavilan Junior College, and Gilroy's Greyhound station with connecting service to the Santa Clara Valley Transportation Authority bus system. There is daily weekday service to Gavilan Junior College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College has a limited schedule when school is not in session. There are early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services.

4.1.12.2 Potential Commuter Service Enhancements

The nearest connection to commuter rail service is in Gilroy, with service to Santa Clara County and points north. The City of Hollister has been interested in trying to extend commuter rail or other commuter transit service into Hollister, to connect to commuter rail in Gilroy.

- San Benito County Local Transportation Authority conducted an *Analysis of Public Transit Network Expansion Projects for Congestion Relief of Highway 25 Corridor* in June 2020. This study evaluated three scenarios to improve transit options for those traveling between Hollister and areas to the north, including Gilroy and the Bay Area using the SR 25/rail corridor.
- Bus-On-Shoulder would improve SR 25 to enhance the shoulders to accommodate buses, allowing them to by-pass traffic congestion, making the service more convenient for commuters looking for a faster, less stressful trip.

- **Bus-Beside-Rail** would provide a new facility exclusive for buses beside the rail corridor.
- **Passenger rail service** would include a new rail station in Hollister with train service to the Gilroy station, directly connecting with Caltrain.

The study evaluated a number of benefits and the costs of each scenario to determine which investment would provide the most cost-effective opportunities and did not select a preferred transit scenario.

As of 2024, there is no funding in place for these improvements. SBCOG is in the process of pursuing grant funding opportunities to conduct a more detailed operational analysis.

4.1.13 Aviation Services

The City of Hollister has one public airport, Hollister Municipal Airport. Hazel Hawkins Hospital also maintains a heliport at its Hollister facility.

The Hollister Municipal Airport is approximately two miles north of downtown Hollister, adjacent to SR 156. It is owned and operated by the City of Hollister. In its operational role, it is classed as General Utility and accommodates all general aviation aircraft. The airport can accommodate 16 aircraft in 6 conventional hangers and 75 aircraft in T-hanger buildings. There are an estimated 53,000 landings and take-offs each year at the airport.

The five-member Hollister Airport Commission oversees the operation of the facility, and an airport manager manages day-to-day activities. In 2018, the City of Hollister prepared an Airport Layout Plan Update and Narrative Report, which projected use and needed airport improvements.

4.1.14 Goods Movement Facilities

Commodities in San Benito County are transported in and out of San Benito County by truck and rail, with the large majority of goods being moved by truck. San Benito County experiences a higher-than-average amount of truck traffic, and this activity, while largely confined to state highways, impacts local streets and rural roads not designed to handle large, heavy trucks. The sole rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero in Santa Clara County. The facility is owned by the Union Pacific Railroad.

The Industrial Area in the City is roughly bounded by SR 156 to the north, SR 25 to the west, San Felipe Road to the east, and Maple Street to the south. The primary truck routes are SR 25, SR 156, and San Felipe Road (SR 156B), which provides connections between the City and other industrial areas in the county. As of 2024, the City is home

to major facilities such as San Benito Foods, Amazon delivery station, Marich Confectionary, Teknova, etc. Planned major facilities include Amazon fulfillment center to be located north of the Hollister Municipal Airport and Hollister Research Park, which would consist of commercial, warehousing, manufacturing, research, and development uses at the northeast and southeast corners of SR 156 and San Felipe Road intersection.

4.2 PLANNED CIRCULATION IMPROVEMENTS

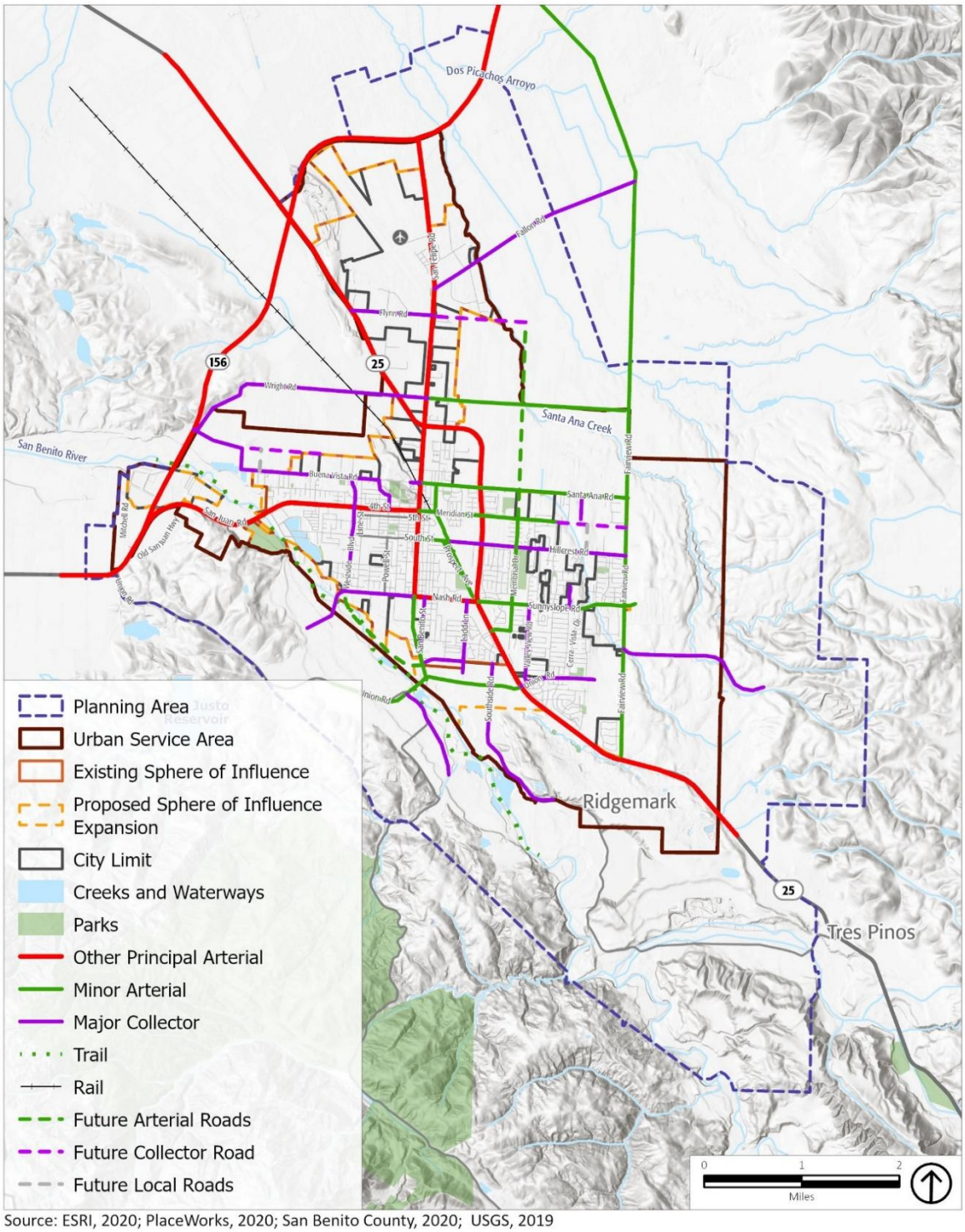
This section sets forth Hollister's Circulation Diagram and describes each major circulation improvement project over the 20-year planning horizon.

4.2.1.1 Circulation Diagram

The Circulation Diagram is intended to be the definitive source for future changes in Hollister's circulation system. The intended effect of this diagram and the street classifications shown is to govern the growth and character of major circulation facilities, including street and railroad facilities. The street classifications used in this diagram are described in the following section, and streets in all classifications are intended to be influenced by their land use context.

Figure C-4 shows the Hollister 2040 General Plan Circulation Diagram.

Figure C-4 2040 General Plan Circulation Diagram



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

4.2.1.2 FUTURE IMPROVEMENTS

Forecasts of future demand on the City's transportation system were prepared using the AMBAG travel-demand model.This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed LOS will be exceeded.

These projections were then allocated to the traffic analysis zones used by the City's traffic forecasting model. The traffic forecasting model was then used to develop projections of future traffic demand on the area's roadway system. Based on these forecasts and analyses, various roadway improvements have been identified to accommodate future vehicle trip growth under this General Plan. These improvements will maintain or improve current LOS for intersections and meet the General Plan's LOS standards in Hollister. Table C-3 summarizes the roadway improvements and Table C-4 summarizes the intersection improvements.

Results were then analyzed to determine where there were projected roadway capacity deficiencies, and to develop recommendations for further improvements.

In addition, this General Plan assumes a series of roadway improvements in unincorporated San Benito County that are under the jurisdiction of either San Benito County or Caltrans, as shown in Table C-5. The City will work with San Benito County or Caltrans to ensure that these improvements are made when they are needed.

The future conditions transportation demand model provides vehicle traffic projections for future roadways. These projections are used to determine level of future congestion on roadways. This model excludes projections for bicycle and pedestrian trips based on future land use changes. Therefore, this General Plan focuses future pedestrian and bicycle improvements on providing connectivity between key land uses in the city and ensuring appropriate complete street policies are implemented to ensure equitable comfort across all modes of travel.

TABLE C-3 CITY OF HOLLISTER 2040 NETWORK IMPROVEMENTS

Roadway	Description
Memorial Drive South Extension	Meridian Street to Santa Ana Road – Construction 4-lane road extension with bicycle lanes
Westside Boulevard Extension	Construct 2-lane road from Nash Road to Southside Road/San Benito Street intersection with bicycle lanes
Memorial Drive North Extension	Santa Ana Road to Flynn Road/Shelton Road Intersection – Construct new 4-lane road and extension with bicycle lanes
Union Road Widening (East)	San Benito Street to SR 25 – Widen to 4-lane arterial with bicycle lanes
Union Road Widening (West)	San Benito Street to SR 156 – Widen to 4-lane arterial with bicycle lanes
Fairview Road Widening	McCloskey to SR 25 – Widen to 4-lane arterial. Construct new bridge south of Santa Ana Valley Road with bicycle lanes
San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street
Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road
Meridian Street Extension	Construct 4-lane road with bicycle lanes
Flynn Road Extension	San Felipe Road to Memorial Drive north extension – New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and county
Pacific Way (new road)	San Felipe Road to Memorial Drive

TABLE C-4 CITY OF HOLLISTER 2040 INTERSECTION IMPROVEMENTS

Intersection	Description
Westside Boulevard & Nash Road	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; turning lanes will be added on all four approaches.
Westside Boulevard & San Benito Street	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; turning lanes will be added on all four approaches.
South Street & Westside Boulevard	New signalization of 4-lane collector with 2-lane collector; existing lane configuration will be retained on all approaches.
4th Street (San Juan Road) & West Street or Monterey Street	New signalization of 2-lane collector with 2-lane local; existing lane configuration will be retained on all approaches.
Memorial Drive & Hillcrest Road	New signalization of 4-lane arterial with 4-lane arterial; existing lane configuration will be retained on all approaches with bicycle lanes.
Flynn Road & San Felipe Road	New signalization of 4-lane arterial with 4-lane arterial.
Memorial Drive & Santa Ana Road	Memorial Drive South Extension - New signalization of future 4-lane arterial; turning lanes will be added on all four approaches.
Memorial Drive & Meridian Street	New signalization of future 4-lane arterial (Memorial Drive) with 4-lane arterial; turning lanes will be added on all four approaches.
Gateway Dr. & San Felipe Road	New signalization of new 2-lane collector with 4-lane arterial.
Rancho Drive & East Nash (Tres Pinos Road)	New roundabout.
Fairview Road & Hillcrest Road	New signalization of future widening to 4-lane arterial (north and south legs). Southbound and northbound through lanes will be constructed with Fairview Road widening.
Union Road & Fairview Road	New signalization of future widening to 4-lane arterial (north and south legs) with future new 4-lane arterial (west leg only).
Enterprise Road & Airline Highway (SR 25)	New signalization of future widening to 4-lane arterial (north and south legs) with 2-lane arterial; eastbound and westbound through lanes will be constructed with bicycle lanes.

TABLE C-4 CITY OF HOLLISTER 2040 INTERSECTION IMPROVEMENTS

Intersection	Description
McCloskey Road & Fairview Road	New signalization of 4-lane arterial with 2-lane local, Left Turn Only (LTO) lanes on all 3 approaches, Right Turn Only (RTO) on 2 approaches.
Meridian Street & Fairview Road	New signalization of 4-lane arterial with 4-lane arterial. Through lane on Fairview will be constructed.
Fairview Road & Fallon Road	New signalization of 4-lane arterial with 2-lane collector, left and right turning lanes will be added on all four approaches.
Fairview Road & Airline Hwy/SR-25	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). Left and right turning lanes will be added on all four approaches, eastbound and westbound through lanes constructed. County and Caltrans.
SR-156 & Buena Vista Street	New signalization of new 2-lane collector with 4-lane arterial; left turning lanes will be added on all four approaches. County and Caltrans.
John Smith Realignment at Fairview Intersection	Project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.
Buena Vista Road & Westside Road (East)	Convert existing signalized intersection to a roundabout with single lane on all approaches.
4th Street & Felice Drive	Convert existing unsignalized intersection to a roundabout with single lane on all approaches.
Union Road & Southside Road	Convert existing signalized intersection to a roundabout with single lane on all approaches.

TABLE C-5 REGIONAL 2040 NETWORK IMPROVEMENTS

Roadway	Description
Airline Highway (SR 25) Widening	Sunset Drive to Fairview Road - Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes
San Benito Route 156 Improvement Project	San Juan Bautista to Union Road – Construct a four-lane expressway south of the existing SR 156 and use the existing SR 156 as the northern frontage road
Route 25 Expressway Conversion Project, Phase 1	Convert to four-lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR 25/SR 156 interchange to Hudner Lane and Area No. 2 south of the SR 25/SR 156 interchange to San Felipe Road
Route 25 Expressway Conversion Project, Phase 2	Convert to four-lane expressway from Hudner Lane to county line. Includes Area No 3. SR 25/SR 156 interchange to county line and Area No. 4 county line to Bloomfield Road
U.S. 101: Las Aromitas: Monterey/San Benito County Line to SR 156	Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County

4.3 CIRCULATION ELEMENT GOALS, POLICIES, AND ACTIONS

4.3.1 Multimodal Transportation and Safety

GOAL C-1 Provide for a healthy, active community based on complete streets, reflecting a balanced, safe, multimodal transportation system for all users, where pedestrian, bicycle, and transit facilities will be emphasized along with vehicular facilities.

Photo by PlaceWorks

Policies

Policy C-1.1 Sustainable Transportation. Reduce greenhouse gas (GHG) emissions from transportation by increasing mode shares for sustainable travel modes, such as walking, bicycling, and public transit.

Policy C-1.2 Complete Streets. Apply complete streets design standards to future projects in the public rights-of-way. Complete streets are streets designed to facilitate safe, comfortable, and efficient travel for all users regardless of age or ability or whether they are walking, bicycling, taking transit, or driving.

Policy C-1.3 Multimodal Safety. Use a systemic safety approach for transportation planning, street design, operations, and maintenance that proactively identify opportunities to improve safety where conflicts between street users exist.

Policy C-1.4 Vulnerable Road Users' Safety Improvements. Prioritize transportation infrastructure improvements that improve safety for vulnerable road users (e.g., pedestrians, bicyclists, motorcyclists).

Policy C-1.5 Transportation Demand Management. Require new development to reduce single-occupant vehicle usage using Transportation Demand Management strategies prior to project approval.

Policy C-1.6 Public Transit Regional Coordination. Cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain public transit services and to encourage the implementation of "green transit" that uses alternative fuels or is powered by electricity.

Policy C-1.7 Public Transit Improvements. Promote public realm improvements that support increased use of public transit, including inviting sidewalks, ADA-compliant curb ramps, signal priorities, and amenities such as sidewalks, benches, bus stop shelters, signage, street lighting, and real-time schedule systems on key routes.

Photo by PlaceWorks

Policy C-1.8 Future Passenger Rail Service. Maintain an interest in and actively participate in planning for future rail service to Hollister, as outlined in the Council of San Benito County Government's *June 2020 Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor* study. Participate in future planning processes for the potential rail service.

Policy C-1.9 Park-and-Ride Facilities. Cooperatively work with Council of San Benito County Governments, Caltrans, and San Benito County to develop, implement, and maintain park-and-ride facilities.

Policy C-1.10 Local Schools. Coordinate with local school districts to improve bicycle, pedestrian, and traffic flow around school sites.

Policy C-1.11 "Safe Routes to School" Program. Work cooperatively with local school districts to develop, implement, and maintain the Safe Routes to School program.

Policy C-1.12 School Roadway Safety Promotion. Work cooperatively with local school districts to actively promote roadway safety education in schools.

Policy C-1.13 Vision Zero. Work towards reducing traffic-related deaths and severe injuries to zero.

ACTIONS

Action C-1.1 Performance and Monitoring. Require the monitoring of the City's mode split progress on reducing vehicle miles traveled (VMT) and reducing GHG emissions from VMT, as data is available.

Action C-1.2 VMT Mitigation Banking Fee Program. Require the establishment of a Vehicle Miles Traveled (VMT) Mitigation Banking Fee Program. This program shall fund the construction of facilities throughout Hollister that support active transportation (cycling and walking) and transit ridership to mitigate VMT impacts from new development.

Action C-1.3 Complete Streets Plan. Create and adopt a citywide Complete Streets Plan.

Action C-1.4 Safe Routes to School. Fund and implement continuous Safe Routes to School engagement and improvements to elementary, middle, and high schools, and provide support to increase number of students walking and bicycling to school.

Action C-1.5 Passenger Rail Service Planning. Update this Circulation Element to identify future train stops and the passenger rail alignment should funding be secured to provide passenger rail service to Hollister.

Action C-1.6 Chappell Roadway Master Plan. Implement the recommendations contained in the Chappell Roadway Master Plan.

Action C-1.7 Traffic-Calming Policy. Develop and implement a Citywide Traffic-Calming Policy.

Action C-1.8 Vision Zero Action Plan. Create a Vision Zero Action Plan focusing on equity and community engagement for implementation. The purpose of the Vision Zero Action Plan should be to eliminate all traffic fatalities and severe injuries. The Action Plan shall identify priorities for roadway safety and lay out actions, measurable strategies, and policies for improving safety.

4.3.2 Circulation System Improvements

GOAL C-2 Design and implement the City's circulation system to serve the planned residential and economic growth specified in the General Plan.

Policies

Policy C-2.1 **Circulation Element Improvements.** Implement Circulation Element improvements summarized in Tables C-3, C-4, and C-5 and illustrated on Figure C-4 prior to deterioration in levels of service below the stated standard.

Policy C-2.2 **Development's Fair Share.** Continue to collect traffic impact fees and require other site-related transportation improvements from private developers to ensure implementation of transportation system improvements to local and regional facilities attributable to proposed development.

Photo by PlaceWorks

Policy C-2.3 **Roadway Classification.** Protect needed rights-of-way for future roadway widenings through the use of City Council-adopted plan lines.

Policy C-2.4 **Multimodal Improvements.** Prioritize the planning and implementation of street improvement projects that incorporate multimodal features along major travel corridors in the city.

Policy C-2.5 **Street Repair Improvements.** Use the adopted Pavement Condition Evaluation to prioritize street improvements and funding for road repair projects based on their disrepair category.

Policy C-2.6 **Regional Transportation Improvements.** Cooperate with Caltrans, the Council of San Benito County Governments, the County of San Benito, and any other regional transportation authorities to ensure the funding and implementation of the transportation improvements specified in the San Benito County Regional Transportation Plan and in this General Plan, particularly Table C-4.

Policy C-2.7 **Intergovernmental Coordination.** Actively participate in development review for circulation projects outside the City Limits but within Hollister's Planning Area.

Actions

Action C-2.1 **Public Facilities Fees.** Adopt a citywide public facilities impact fee ordinance to fund new circulation improvement projects required to serve new residents and employees in Hollister.

Action C-2.2 **Buena Vista Road and Westside Boulevard** Study the cost of converting the existing signalized intersection to a single-lane roundabout. Identify a fee structure to fund this improvement.

Action C-2.3 **4th Street and Felice Drive.** Study the cost of converting the existing unsignalized intersection at 4th Street and Felice Drive to a single-lane roundabout. Identify a fee structure to fund this improvement.

Action C-2.4 **Union Road and Southside Road.** Study the cost of converting the existing signalized intersection at Union Road and Southside Road to a single-lane roundabout. Identify a fee structure to fund this improvement.

Action C-2.5 **Update Regional Transportation Impact Mitigation Fee Program.** Work with the San Benito County Council of Governments (SBCOG) to update the SBCOG Traffic Impact Mitigation Fee (TIMF) Program to incorporate the Hollister 2040 General Plan circulation improvements as shown in Tables C-4 and C-5.

4.3.3 Pedestrian and Bicycle Facilities

GOAL C-3 Build and maintain a safe, connected, and equitable pedestrian, bicycle, and micromobility network that provides access to community destinations such as employment centers, transit, schools, shopping, and recreation.

Photo by PlaceWorks

Policies

Policy C-3.1 **Pedestrian and Bicycle Network.** Create and maintain a pedestrian- and bike-friendly environment in Hollister and increase the number of people who choose to walk and bike.

Photo by PlaceWorks

Policy C-3.2 **Pedestrian and Bicycle Connections.** Work with local businesses, private developers, and public agencies to ensure provision of safe pedestrian pathways and bicycle connections to major public facilities, schools, and employment centers. Require new development to provide internal pedestrian connections and linkages to adjacent neighborhoods and community facilities.

Policy C-3.3 **Pedestrian Right-of-Way Improvements.** Require new developments to construct or contribute to improvements that enhance the pedestrian experience, including human-scale lighting, streetscaping, crosswalk striping, crossing lights, wayfinding signage, and accessible sidewalks adjacent to the site.

Photo by PlaceWorks

Policy C-3.4 **Pedestrian Connectivity.** Incorporate design for pedestrian connectivity across intersections in transportation projects to improve visibility at crosswalks for pedestrians and provide safe interaction with other modes. Design improvements should focus on increasing sight lines and removing conflicts at crosswalks.

Policy C-3.5 **Bicycle Improvements.** Require new developments to construct or contribute to improvements that enhance the cyclist experience, including bike lanes and bicycle parking.

Policy C-3.6 **Bicycle Facilities.** Cooperatively work with Council of San Benito County Governments, 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 Bikeway and Pedestrian Master Plan.

Policy C-3.7 **Bicycle and Shared Mobility-Related Technology.** Explore ways to use technology to improve bicycle and shared mobility safety and connectivity.

Actions

Action C-3.1 **Pedestrian Master Plan.** Prepare and adopt a Pedestrian Master Plan that identifies citywide pedestrian network improvements.

Action C-3.2 **Pedestrian Amenities.** Study the feasibility of installing pedestrian amenities, such as trees, lighting, recycling, and refuse containers, benches, art, etc. in the pedestrian areas along public frontages and in public rights-of-way.

Action C-3.3 **Bicycle Master Plan.** Prepare and adopt a Bicycle Master Plan that identifies citywide bicycle network improvements.

Action C-3.4 **Pedestrian and Bicycle Improvement Implementation.** Prioritize implementation of goals, programs, and projects that improve the comfort, safety, and connectivity of the pedestrian and bicycle network.

Action C-3.5 **Pedestrian and Bicycle Trails and Routes Awareness.** Increase awareness of existing pedestrian and bicycle trails and routes by working with outside agencies and developers to promote these amenities to residents. Collaborate with the County on development of the trail network.

Action C-3.6 **Walkability Through Design Review.** Adopt objective standards for appropriate sidewalk and pedestrian trail design in new development projects.

Photo by PlaceWorks

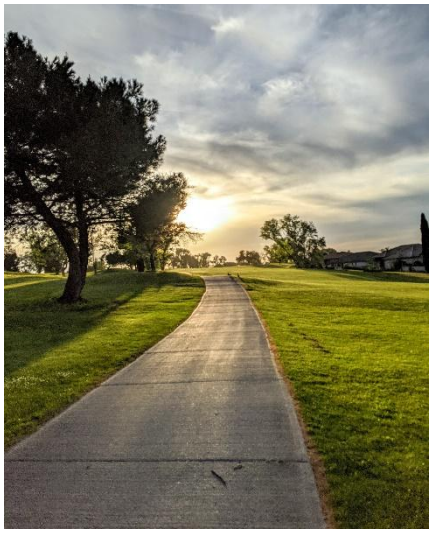


Photo by Valera Key

4.3.4 Roadway Standards

GOAL C-4 Implement a uniform set of standards for Hollister's transportation system, including standard rights-of-way and typical sections. These standards may be amended as necessary in response to changes in technology and industry design standards.

Policies

Policy C-4.1 **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, except for the downtown where LOS can be lower than LOS C, airport/industrial area, State Route 25 corridor, and the intersection of San Benito Street and Nash Road/Tres Pinos Road near San Benito High School.

Policy C-4.2 Downtown LOS. There is no LOS standard in most of the downtown area, as mapped in Figure C-5, so as to encourage a walkable, vibrant downtown. However, a standard of LOS D shall be applied at the following locations:

- 4th Street and Monterey Street
- 4th Street and San Benito Street
- 4th Street and Sally Street
- South Street and San Benito Street

Policy C-4.3 North Industrial Area LOS. LOS D is allowable in the northern industrial area, as mapped in Figure C-6, so as to facilitate the City's goal of increasing local jobs and strengthening the local economy.

Policy C-4.4 State Route 25 Corridor LOS. LOS D is allowable for intersections along the State Route (SR) 25 corridor because the high volumes of interregional traffic make it very difficult to maintain a higher LOS on this highway. However, a standard of LOS E shall be applied at SR 25 and San Felipe Road and SR 25 and Union Road. A standard of LOS F shall be applied at SR 25 and Flynn Road.

Policy C-4.5 Intersection of San Benito Street and Nash Road/Tres Pinos Road LOS. LOS D is acceptable at the intersection of San Benito Street and Nash Road/Tres Pinos Road, due to high volumes of traffic associated with San Benito High School.

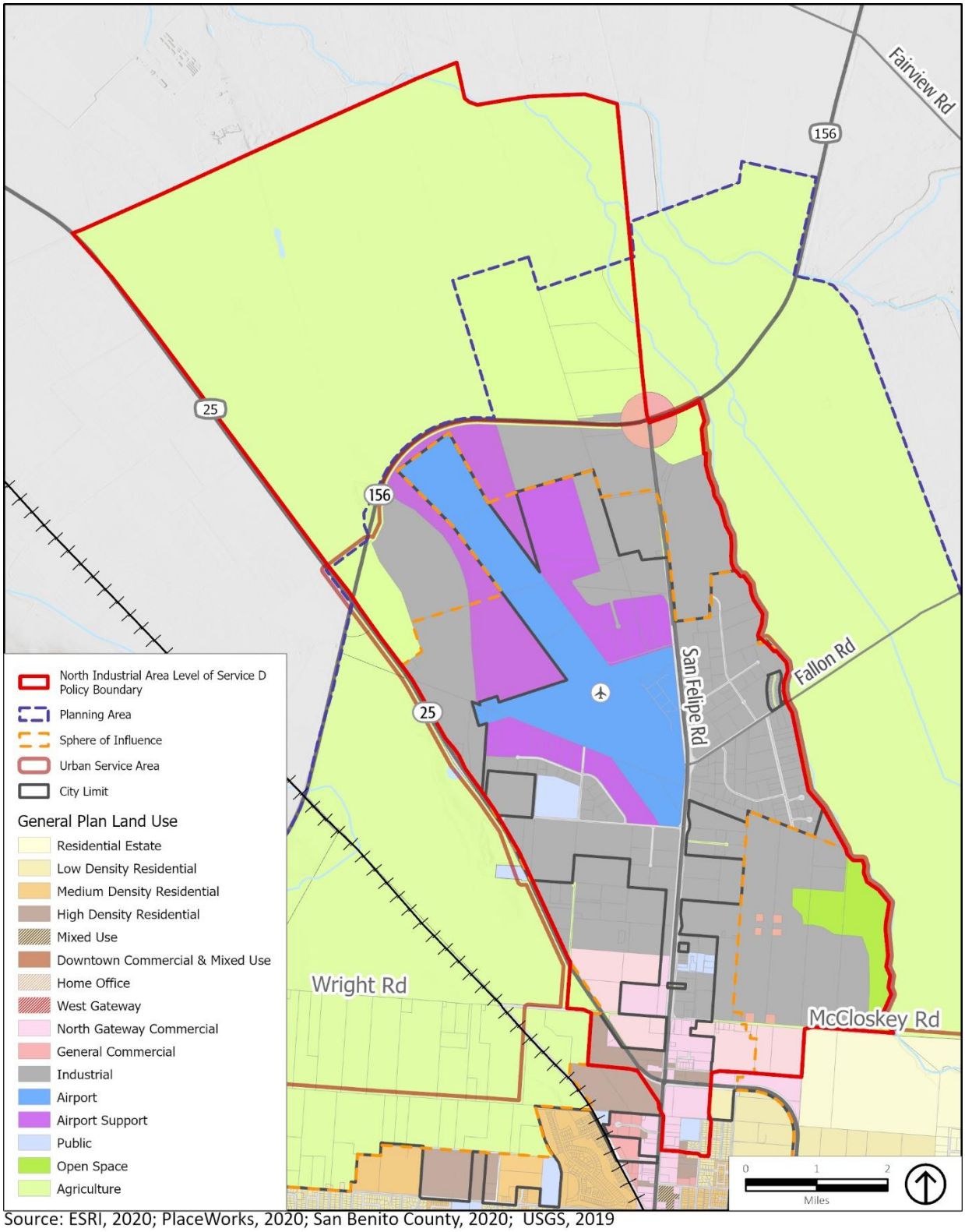
Figure C-5 Downtown Level of Service D Policy Area

Source: ESRI, 2020; PlaceWorks 2022; San Benito County, 2020; USGS, 2019.

Downtown LOS Policy Boundary

LOS Downtown Intersections

Figure C-6 Industrial Area Level of Service D Policy Area



Source: ESRI, 2020; PlaceWorks, 2020; San Benito County, 2020; USGS, 2019

Policy C-4.6 **Transportation Demand Management Requirements.** Require new or existing developments that meet specific size, capacity, and/or context conditions to implement Transportation Demand Management strategies and other single-occupancy vehicle reduction methodologies. Require new developments to comply with tiered trip reduction and VMT reduction targets and monitoring that are consistent with the targets of the City's VMT CEQA thresholds prior to project approval.

Photo by Kimley-Horn

Policy C-4.7 **Roundabouts.** Encourage the use of roundabouts at existing intersections with capacity, efficiency, or safety problems, as feasible, as a strategy to improve street safety and traffic flow. Where feasible, prioritize roundabouts over stoplights.

Actions

Action C-4.1 **LOS Levels.** Monitor the LOS for intersections along the arterial roadways at least once every two years to ensure compliance with the City's LOS standards. This information shall be presented to the City Council for their use in evaluating amendments to the City's transportation plan.

4.3.5 Goods Movement

GOAL C-5 Provide for safe, efficient goods movement in Hollister that supports the local economy.

Policies

Policy C-5.1 **Rail Corridor Planning.** Require coordination with appropriate agencies to ensure that development projects planned adjacent to or near the rail corridor will be planned with safety of the rail corridor in mind.

Photo by Kimley-Horn

Policy C-5.2 **Goods Receiving and Shipping.** Ensure commercial and industrial projects that produce and receive goods identify and mitigate their traffic impacts and are in areas with access to the regional transportation network.

Policy C-5.3 **Trucks to Avoid Residential Areas.** Discourage or prohibit the movement and parking of large trucks in residential neighborhoods.

ACTIONS

Action C-5.1 Truck Routes. Develop truck routes in coordination with SBCOG, Caltrans, and San Benito County, and include enforcement mechanisms to encourage the appropriate routes.

Action C-5.2 Rail Safety. Partner with Rail Safety Partners to improve the rail corridor safety.