Chapter Four: Circulation Element

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 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.

The following sections will:

- Describe the existing transportation system,
- Report some useful information concerning how the system is used,
- Quantitatively evaluate the quality of service provided by the roadway system,
- Describe the previously planned roadway system improvements shown in the Circulation Element,
- Report the projected increase in traffic attributable to the expected future population and employment growth,
- Quantitatively evaluate the projected quality of service,
- Identify projected roadway capacity deficiencies, and
- Recommend improvements that will mitigate the projected level of service deficiencies back to insignificant levels.

HOLLISTER TODAY

The City of Hollister and San Benito County together maintain approximately 900 centerline miles of major streets and highways, 11.7 miles of heavy rail track, two airports, and a few bicycle facilities within the City of Hollister. 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.

Regional Context

The Council of San Benito County Governments (SBCOG) was established in 1974. SBCOG's jurisdiction follows the boundaries of San Benito County and consists 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 Transportation Development Act (TDA) regulations, the California Administrative Code, and Memorandums of Understanding with Caltrans govern the actions of SBCOG.

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

In July 2000, SBCOG adopted a Regional Transportation Plan that contained approximately $230 million in constrained transportation improvement projects. The plan evaluated three alternative growth scenarios: Alternative 1 - Grow the Existing Hollister Urban Area; Alternative 2 - Push Future Growth to the North County Area; and Alternative 3 - Consolidate Future Growth Around Commuter Rail Stations. SBCOG selected Alternative 1 as its preferred alternative.

The plan also set forth transportation goals and policies for the region, which established the framework for locally-adopted circulation plans.

Existing Roadway Network

The majority of the roadways within the City of Hollister are two-lane roadways, with a few three-lane and four-lane segments. Map 8 shows a schematic diagram of the main streets in the Hollister area and is color-coded to indicate the number of travel lanes.

These roadways are classified into different functional classifications:

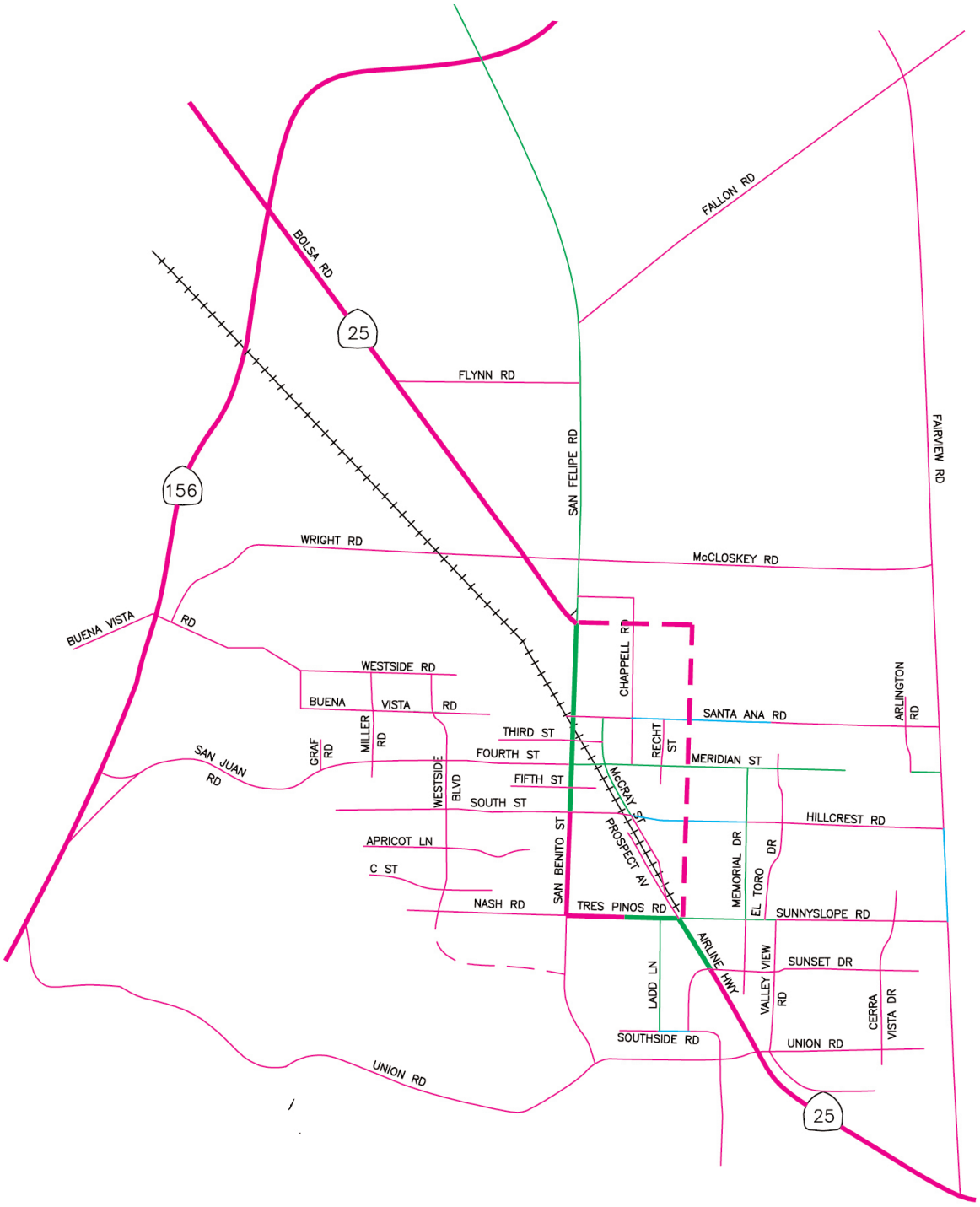
1) highways,
2) major thoroughfares,
3) major collectors,
4) collectors, and
5) residential.

Map 9 illustrates the functional classification of the Hollister area roadways and Map 10 shows existing peak-hour traffic volumes on Hollister's major streets..

The California Department of Transportation (CalTrans) maintains five state highways in San Benito County (Routes 25, 101, 129, 146, and 156). Two of these routes, Routes 25 and 156, pass through the City of Hollister. These are described below.

State Route (SR) 25 transverses 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, Tres Pinos Road, Nash Road, and San Benito Street. 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.

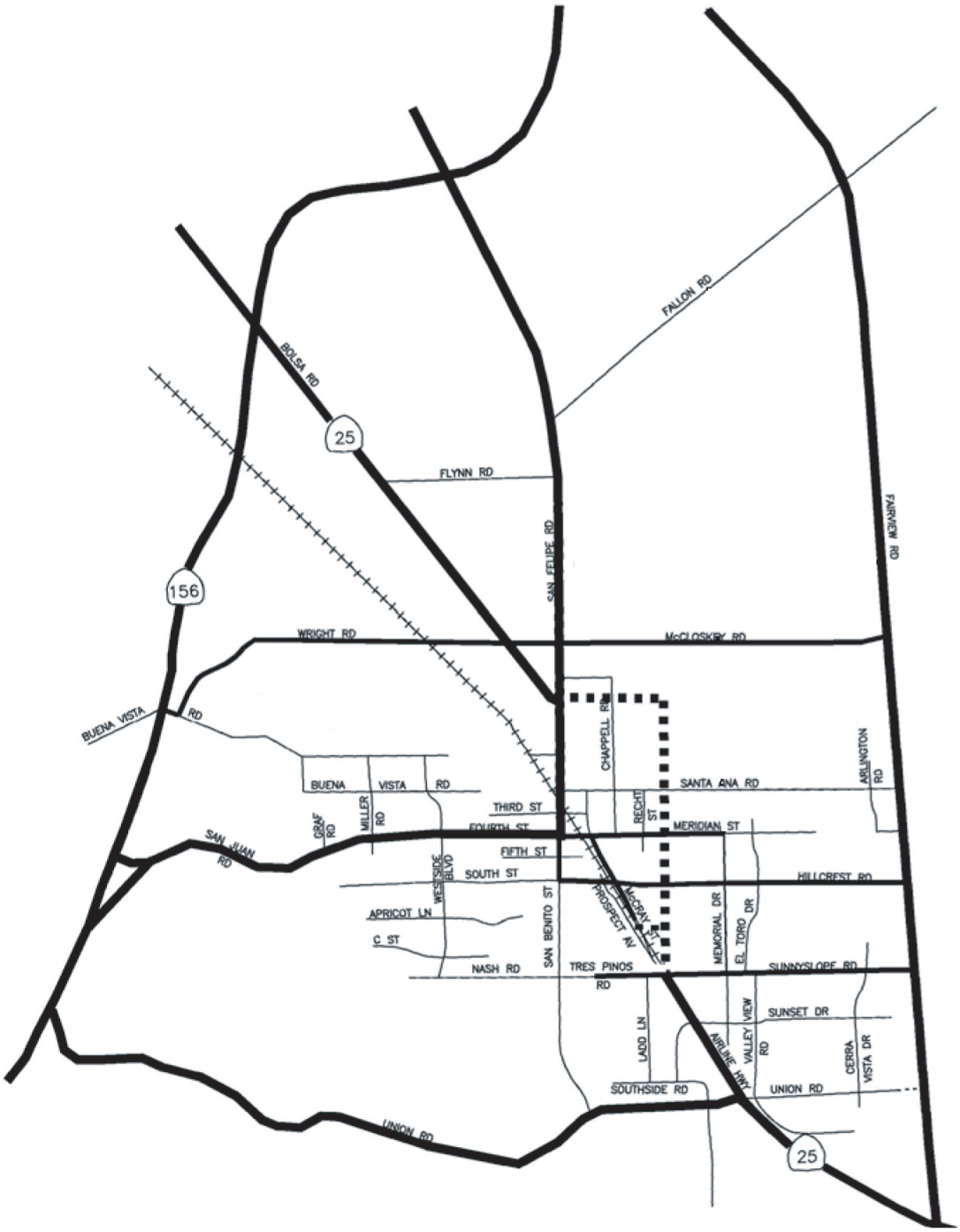
SR 25 shown at Third Street in downtown Hollister.



Map 8
Existing Roadway Network

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan



Major Thoroughfare

Major Collector

Collector

New Street/New Designation

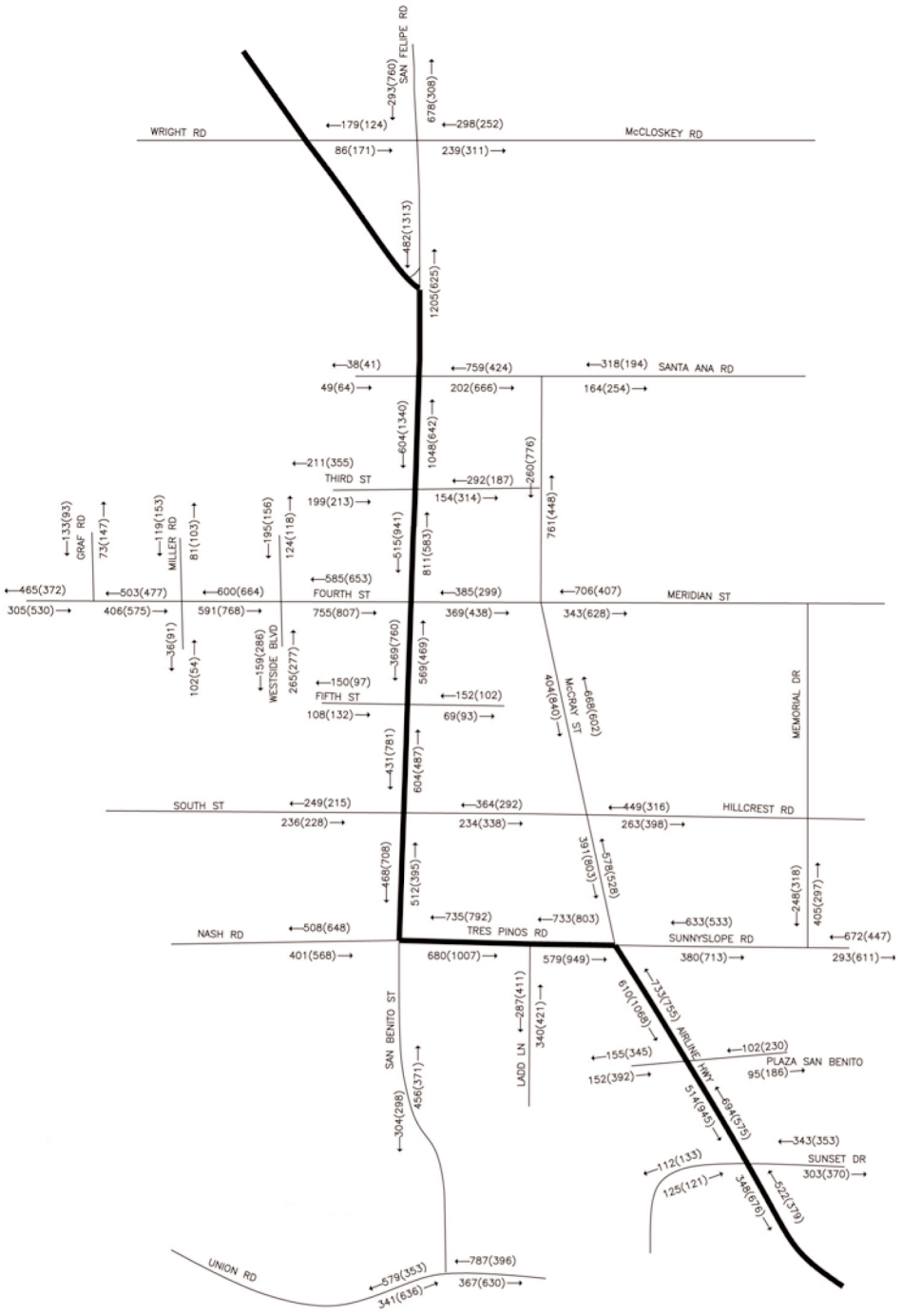
Railroad

N

Map 9
Classification of Streets

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan



XX (XX) = AM (PM) Peak Hour Volume

N

Map 10
Existing Peak-Hour Traffic Volumes

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan

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, 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 shown at Hillcrest Road.

State Route (SR) 156 transverses 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 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.

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 major thoroughfare that extends northward from its intersection with SR 25 to the south to San Felipe Road, north of Hollister.

Wright Road/McCloskey Road is an east/west two-lane major collector. 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/Fourth Street is an east/west two-lane major collector that begins to the west at its intersection with SR 156 and extends eastward transitioning into Fourth Street at Line Street. Fourth 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 major collector. 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 major collector 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.

Tres Pinos Road/Sunnyslope Road is an east/west two- to four-lane major collector 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.

Public Transit Service

Public bus service within San Benito County is supplied by the County Express transit system. The Council of San Benito County Governments (SBCOG) currently monitors the transit system.

The County Express Transit Bus serves downtown Hollister.

County Express Transit System operates three fixed-route bus lines in Hollister on weekdays between 7 AM to 6 PM. In 2003, fares for fixed-route service were $0.75 for general public and $0.50 for youth (5-17), seniors (65+), and disabled persons. All three lines connect at Fourth and San Benito Streets, which is also the transfer point for inter-county service. The routes of the three lines are as follows:

- Green Line: An eastbound loop serving an approximately 2-mile radius around the core of Hollister
- Blue Line: A westbound loop in the same corridor as the Green Line
- Red Line: A north south linear corridor from the south edge of Downtown Hollister to the employment center near Hollister Airport.

County Express also provides Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 7 AM and 6 PM and on weekends between 7 AM and 5 PM.

County Express Transit System provides two types of Dial-a-Ride service - general public and paratransit. General public Dial-a-Ride serves those persons whose trips begin or end in a location more than one-half mile from the fixed route. Paratransit service provides rides to persons who have been determined to be Americans-With-Disabilities-

Act (ADA) eligible through the Local Transit Authority application process. Appointments for Dial-a-Ride service can be made up to 14 days in advance but no later than 24 hours in advance.

County Express Transit System's inter-county service includes service to Gilroy's Caltrain station, Gavilan Junior College, and Gilroy's Greyhound station. Shuttle service to the Caltrain station and Gavilan Junior College (school year only) operates Monday through Friday from 4:30 AM to 8 PM and connects to all trains operating between Gilroy and San Jose (eight per day). Service to Gilroy's Greyhound station operates seven days a week from 7:30 AM to 5 PM. The fare for all inter-county routes is $1.25 for all patrons, and patrons may purchase a monthly pass for $40.

The Hollister Branch Rail Line connects the City to Gilroy.

Commuter Rail Service

The nearest connection to commuter rail service is located in Gilroy, with service to Santa Clara County and points north. SBCOG is evaluating the feasibility of extending Caltrain from Gilroy using the Hollister Branch Line. In 1999, SBCOG commissioned a study of the Hollister Branch Rail Line to investigate the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. In late 1999, the SBCOG continued its rail development program by commissioning a detailed feasibility analysis of commuter rail for San Benito County. This study, by R.L. Banks, was completed at the end of 2000.

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 located approximately two miles north of downtown Hollister, adjacent to SR 156. It is owned and operated by the City of Hollister. The facility is a general aviation air-

port and is included in the National Airport Systems Plan. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. There are 195 aircraft currently based at the airport with annual operations such as landings and take-offs estimated at 57,300.

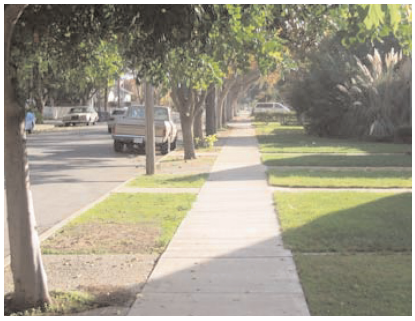
The five-member Hollister Airport Commission oversees the operation of the facility, and a part-time airport manager manages day-to-day activities. In 1986, the Hollister City Council adopted the Airport Master Plan, which projected use and needed improvements through 2005. The Airport Master Plan is currently being updated.

Commodity 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.

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 the pedestrian (and bicyclist). Hollister is filled with beautiful tree-lined streets, wide sidewalks, and neighborhoods built on a pedestrian scale. In many cases, these streets are well preserved and function as they were originally designed to function. In downtown Hollister, for example, San Benito Street has wide sidewalks that support the commercial uses in the downtown area.



Tree-lined sidewalks are common in Hollister.

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, bicycles can be accommodated on well-designed streets without the need for separate bike lanes. However, as many of the major city 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 Class II bicycle lanes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use (Class I facilities).

At present, there are two Class I bicycle facilities in the Hollister Area. One of these is adjacent to Prospect Avenue/Airline Highway, between Hawkins Street and Sunset Drive; the other is adjacent to State Route 25, from Tres Pinos School to Southside Road.

In 2001, the SBCOG adopted a revised County Bikeway Plan, which designates routes that can be used by commuters, recreational riders, students, and others for safe, convenient access to major employers, shopping centers, and schools throughout Hollister.

INTERSECTION LEVELS OF SERVICE ANALYSIS

Traffic conditions at the intersections under study were evaluated using level of service (LOS). Level of Service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Intersection levels of service were analyzed using TRAFFIX, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of Hollister level of service standard for signalized intersections is LOS C or better. The correlation between average delay and level of service is shown in Table 4.1.

Table 4.1: Level of Service Definitions for Signalized Intersections

Level of Service	Vehicle Delay(Seconds)	Description
A	0-5.0	Free flow, no congestion (very little delay)
B	5.1-15.0	Stable flow, limited congestion (slight delay)
C	15.1-25.0	Stable flow, moderate congestion (acceptable delay)
D	25.1-40.0	Approaching unstable flow, high congestion (tolerable delay)
E	40.1-60.0	Unstable flow, near breakdown (typically unacceptable delay)
F	>60.0	Forced flow, breakdown (excessive delay)

Existing Traffic Conditions

Existing peak hour traffic volumes were obtained from recent manual turning-movement counts at the key study intersections. The existing lane configurations at the study intersections were obtained from field observations.

Existing Intersection Levels of Service

It is the intent of this plan that most streets should operate with no more than a tolerable level of congestion, LOS C. 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 major collector street system is operating with limited congestion, there will be less incentive for drivers to use local streets to bypass areas of congestion

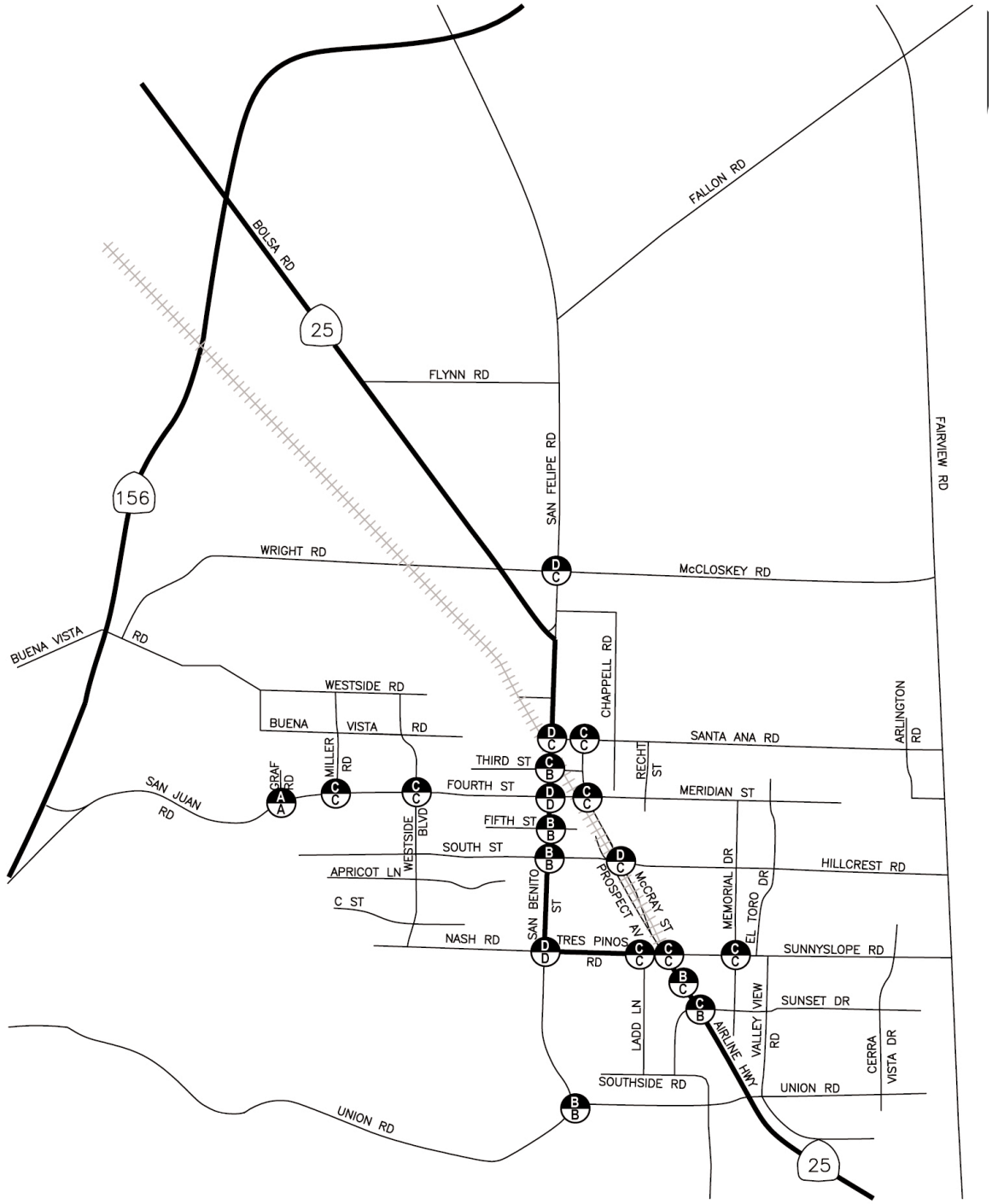
The results of the level of service analysis under existing conditions are summarized in Table 4.2. The results show that four of the study intersections currently operate at an unacceptable LOS D during at least one of the peak hours.

- San Felipe/San Benito and Santa Ana Road
- San Benito Street and Fourth Street
- San Benito Street and Nash Road
- McCray Street and Hillcrest Road

All other study intersections were found to operate at LOS C or better. The level of service results under existing conditions are summarized on Map 11.

Table 4.2: 2003 Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
1	San Felipe Rd and Wright Rd./McCloskey Rd.	AM	10/1/2003	23	C
		PM	10/1/2003	26	C
2	San Felipe/San Benito and Santa Ana Rd.	AM	10/1/2003	36	D
		PM	10/1/2003	30	C
3	San Benito St. and Third St.	AM	10/1/2003	21	C
		PM	10/1/2003	19	B
4	San Benito St. and Fourth St.	AM	9/23/2003	43	D
		PM	9/23/2003	41	D
5	San Benito St. and Fifth St.	AM	10/1/2003	13	B
		PM	10/1/2003	10	B
6	San Benito St. and South St.	AM	10/2/2003	18	B
		PM	10/2/2003	16	B
7	San Benito St. and Nash Rd.	AM	10/2/2003	40	D
		PM	10/2/2003	41	D
8	McCray St. and Santa Ana Rd.	AM	10/1/2003	26	C
		PM	10/1/2003	26	C
9	McCray St. and 4th St./Meridian St.	AM	10/2/2003	29	C
		PM	10/2/2003	33	C
10	McCray St. and Hillcrest Rd.	AM	10/2/2003	36	D
		PM	10/2/2003	35	C
11	Airline Hwy (SR 25) and Sunnyslope Rd.	AM	10/2/2003	34	C
		PM	10/2/2003	34	C
12	Airline Hwy (SR 25) and Sunset Dr.	AM	9/30/2003	22	C
		PM	9/30/2003	17	B
13	Westside Blvd. and San Juan Rd./4th St.	AM	10/1/2003	22	C
		PM	10/1/2003	22	C
14	Ladd Ln. and Tres Pinos Rd.	AM	10/2/2003	20	C
		PM	10/2/2003	23	C
15	Memorial Dr. and Sunnyslope Rd.	AM	9/30/2003	24	C
		PM	9/30/2003	26	C
16	San Benito St. and Union Rd.	AM	9/30/2003	18	B
		PM	9/30/2003	18	B
17	Airline Hwy (SR 25) and Plaza San Benito	AM	9/30/2003	15	B
		PM	9/30/2003	23	C
18	Graf Rd. and San Juan Rd.	AM	9/30/2003	10	A
		PM	9/30/2003	6	A
19	Miller Rd. and San Juan Rd.	AM	9/30/2003	21	C
		PM	9/30/2003	20	C



AM PM Levels of Service

Note: 2000 Highway Capacity Manual (HCM) Level of Service Methodology Used

N

Map 11
2003 Intersection Levels of Service

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan

KEY FINDINGS AND RECOMMENDATIONS

Forecasts of future demand on the City's 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 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 level of service will be exceeded.

Various roadway improvements have been identified and assumed in place in the year 2023. These improvements are designed to maintain or improve the current levels of service for the roadways and meet future traffic demand within the City of Hollister and the San Benito County. These improvements are summarized in Table 4.3.

Table 4.3: Hollister 2023 Network Improvements

Roadway	Description of Improvement
City of Hollister	
State Route 25 (SR 25)	Bypass, connecting from San Felipe Road to Airline
	Highway/Sunnyslope intersection
Buena Vista Road	Connect Buena Vista Road to North Street
Memorial Drive	Extend from Meridian Street to Santa Ana Road
Sunnyslope Road	Widen from two to four lanes from El Toro Drive to Fairview Road
Union Road	Widen from two to four lanes
Airline Highway	Widen from two to four lanes
Fairview Road	Widen from two to four lanes south of McCloskey Road
Westside Boulevard	Extend from Nash Road to San Benito Street
San Benito County	
State Route 25 (SR 25)	Widen from two to four lanes
State Route 156 (SR 156)	
State Route 156 (SR 156)	Widen from two to four lanes

The network improvements that are included are based on information from several recent planning efforts. These include the 1995 General Plan, the 2001 San Benito County Regional Transportation Plan and the planning associated with the traffic impact fee programs for Hollister, San Juan Bautista and San Benito County. One of the common characteristics of all these previous planning efforts was that they relied upon a planning horizon of approximately 10 years.

A variety of factors led to the decision to set the year 2023 as the long-range planning horizon for this update of the Hollister General Plan. Therefore, a set of population, housing and employment projections were developed based on the land use designations shown on the draft Hollister General Plan Map, and other state and regional projections of population and employment growth. The constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG) were used as the controlling values for the Hollister 2023 growth projections.

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

Hollister Growth Areas

The draft General Plan includes a Phasing Diagram that indicates the City's priorities for locating future residential growth. The General Plan also includes a similar diagram showing the preferred locations for retail growth. These diagrams and their associated growth allocations were the basis for developing the 2023 projected distribution of population and employment.

The phasing diagram designates a large number of infill sites as the first priority for future residential growth. Subsequent phases provide for new residential areas outside of, but contiguous to, the existing urbanized area. These new residential areas include land northeast, south, east, and eventually northwest of the City respectively as the preferred progression of development. New employment growth is focused within the existing downtown, new retail gateways north and west of the downtown, and in the industrial park near the airport.

A total of about 7,200 new residential units were included in the above described residential areas. Employment growth of approximately 7,800 was also included. This amount of household and employment growth is projected to occur between 2004 and 2023.

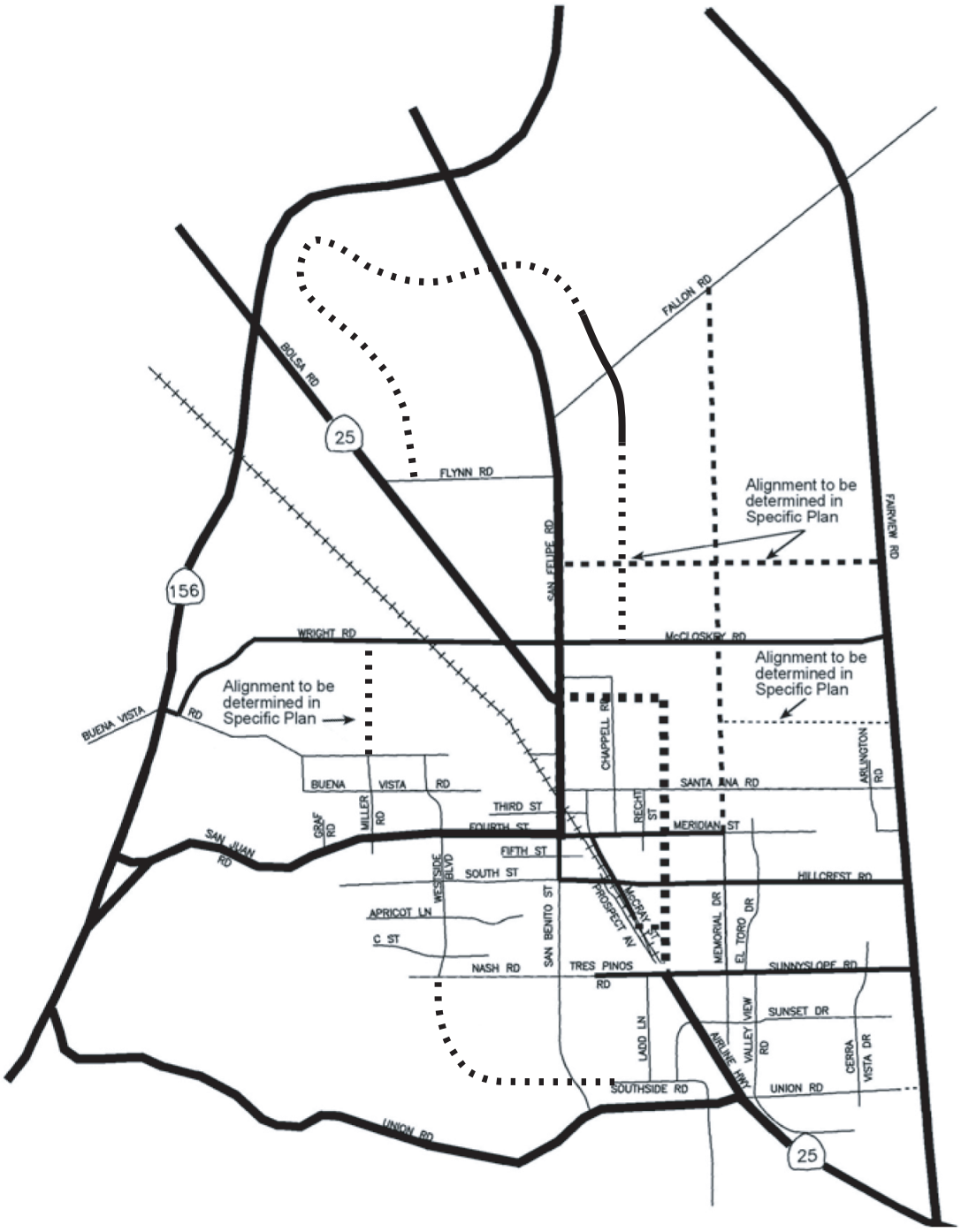
Planned Circulation Improvements

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

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 show therein 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.

Map 12 shows the Hollister General Plan Circulation Diagram.



Map 12
Circulation Diagram

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan

Street Classification and Design

This section sets forth the street classifications used in the Circulation Diagram 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 4.4 shows the relationship between street classifications and land use.

Table 4.4: Street Classification and Land Use Context

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

Major Thoroughfares

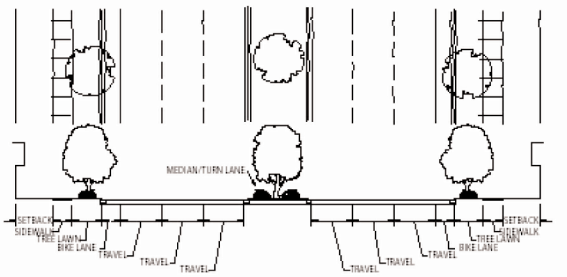
Function

The primary function of the major thoroughfare 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.

Design elements for commercial throughfares in Hollister are driven by the land use context.

Major throughfares may be four to eight lanes in width and may accommodate up to 30,000 vehicles or more per day. Major thoroughfares often have a large median area used as a left turn lane at intersections. Access to major thoroughfares 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 mph, varying based on the type of area being served.

With an emphasis on mobility, a thoroughfare facility 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 thoroughfare.

Design Context

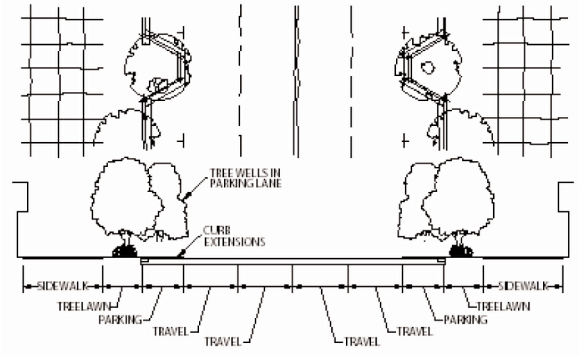
As with all functional street types, the design of a major throughfare depends on its land use context. Traffic-dependent commercial land uses, such as suburban shopping centers, are the most common land use along major arterials. Where this is the case, for example Airline Highway, primary design considerations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

Major Collectors

Function

The primary function of the major collector 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, 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.



A typical cross section for a major Main Street collector.

Design Context

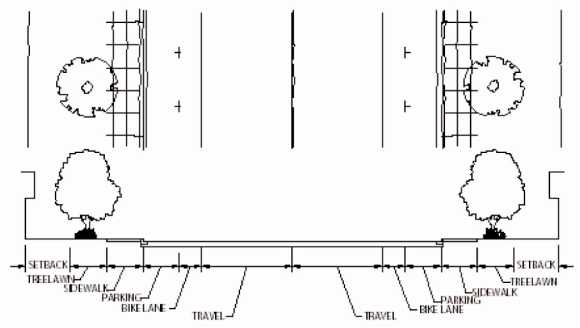
A mix of land uses, such as office and residential, is the most common land use along major collectors. Where this is the case, for example on San Benito Street south of South Street, high priority design elements include wide sidewalks and transit facilities with high amenities. Alternatively, in a Main Street context with limited right-of-way, for example Fourth 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.

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 within 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 miles per hour range.



A typical cross section for a 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.

Residential Streets

Function

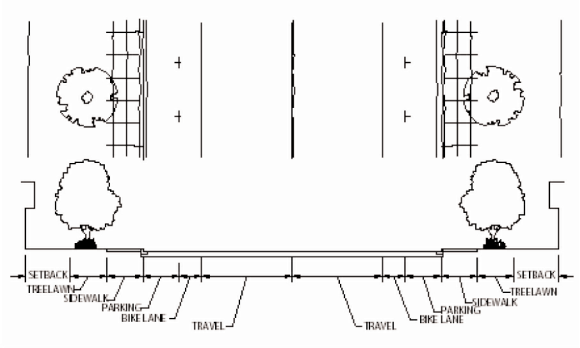
The primary function of a residential street is to provide direct access from collector streets to residential, industrial, and mixed-use property. In the residential and mixed-use contexts, the primary function of the residential street is also to provide a high amenity environment for pedestrians. 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 residential 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 residential streets in industrial areas.

Design Context

Residential and mixed land uses are the most common land uses along residential 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 residential street.

Year 2023 Intersection Levels of Service

The results of the level of service analysis under Year 2023 conditions are summarized in Table 4.5. The results show that two of the study intersections would operate at an unacceptable LOS D and E during at least one of the peak hours under year 2023 conditions:

- San Benito Street and Fourth Street (LOS E), and
- Airline Highway (SR 25) and Sunnyslope Road (LOS D)

All other study intersections would operate at LOS C or better. The level of service results under year 2023 conditions are summarized on Map 13.

Roadway Capacity Deficiency Analysis

Roadway capacity deficiencies were identified in several areas. These deficiencies are directly related to the future land use designations shown on the updated General Plan Land Use Plan. The deficiencies can be grouped into several categories of roadway capacity needs. These include:

- Regional commuting,
- Northwest Hollister circulation needs,
- Southeast Hollister circulation needs, and
- Additional roadway capacity serving the Industrial Park.

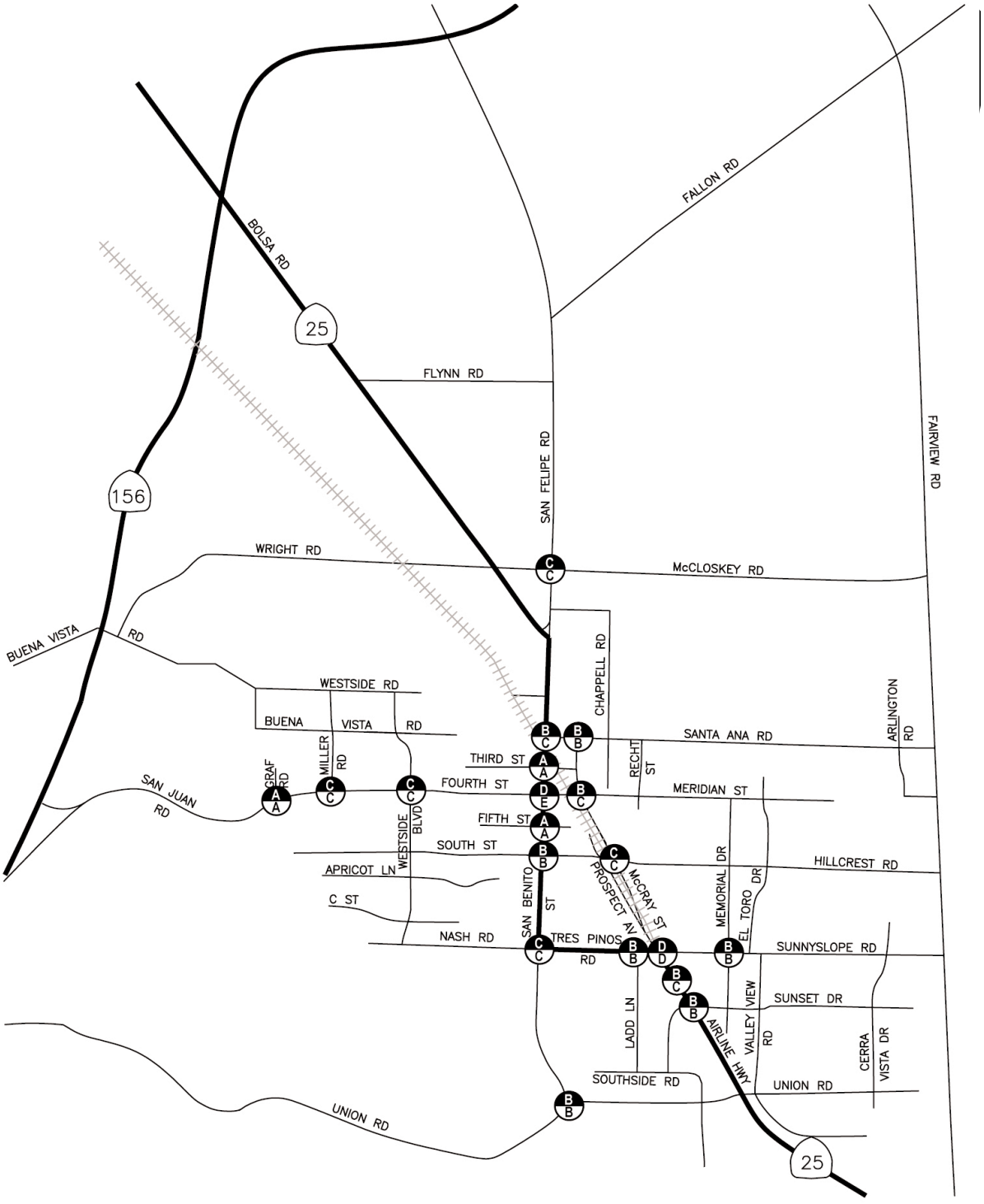
Regional Commuting Deficiencies

The household and employment projections through the year 2023 show a reasonable balance between new housing and new jobs. The projected household growth was about 7,200 residential units and the projected employment growth was about 7,800. However, since most households tend to have more than one worker, each new residential unit can be expected to contribute to the demand for inter-regional commuting. Consequently, the travel forecasts show projected roadway capacity deficiencies for the major highways and arterial streets serving regional commuters.

Table 4.5: Year 2023 Intersection Levels of Service

				Existing		2023 Project			
		Peak	Count	Ave.		Ave.		Incr. In	Incr. In
	Intersection	Hour	Date	Delay	LOS	Delay	LOS	Crit. Delay.	Crit. V/C
1	San Felipe Rd and Wright Rd./McCloskey R	AM	10/01/03	23	C	29	C	13	0.33
		PM	10/01/03	26	C	34	C	20	0.41
2	San Felipe/San Benito and Santa Ana Rd.	AM	10/01/03	36	D	18	B	-19	-0.28
		PM	10/01/03	30	C	21	C	-12	-0.04
3	San Benito St. and Third St.	AM	10/01/03	21	C	9	A	-12	0.00
		PM	10/01/03	19	B	9	A	-8	0.04
4	San Benito St. and Fourth St.	AM	09/23/03	43	D	40	D	-2	0.04
		PM	09/23/03	41	D	61	E	29	0.24
5	San Benito St. and Fifth St.	AM	10/01/03	13	B	6	A	-6	0.11
		PM	10/01/03	10	B	6	A	-2	0.14
6	San Benito St. and South St.	AM	10/02/03	18	B	16	B	-2	0.07
		PM	10/02/03	16	B	18	B	6	0.15
7	San Benito St. and Nash Rd.	AM	10/02/03	40	D	30	C	-6	-0.15
		PM	10/02/03	41	D	31	C	-5	-0.16
8	McCray St. and Santa Ana Rd.	AM	10/01/03	26	C	14	B	-7	-0.33
		PM	10/01/03	26	C	15	B	-15	-0.37
9	McCray St. and 4th St./Meridian St.	AM	10/02/03	29	C	20	B	-6	-0.01
		PM	10/02/03	33	C	23	C	-6	0.06
10	McCray St. and Hillcrest Rd.	AM	10/02/03	36	D	22	C	-9	-0.25
		PM	10/02/03	35	C	23	C	-5	-0.28
11	Airline Hwy (SR 25) and Sunnyslope Rd.	AM	10/02/03	34	C	37	D	12	0.27
		PM	10/02/03	34	C	44	D	20	0.35
12	Airline Hwy (SR 25) and Sunset Dr.	AM	09/30/03	22	C	12	B	-9	0.14
		PM	09/30/03	17	B	14	B	-7	0.22
13	Westside Blvd. and San Juan Rd./4th St.	AM	10/01/03	22	C	26	C	7	0.21
		PM	10/01/03	22	C	33	C	17	0.28
14	Ladd Ln. and Tres Pinos Rd.	AM	10/02/03	20	C	17	B	3	0.04
		PM	10/02/03	23	C	16	B	-2	-0.08
15	Memorial Dr. and Sunnyslope Rd.	AM	09/30/03	24	C	19	B	-6	0.01
		PM	09/30/03	26	C	20	B	-11	0.10
16	San Benito St. and Union Rd.	AM	09/30/03	18	B	19	B	1	0.20
		PM	09/30/03	18	B	20	B	14	0.30
17	Airline Hwy (SR 25) and Plaza San Benito	AM	09/30/03	15	B	15	B	0	0.00
		PM	09/30/03	23	C	23	C	0	0.00
18	Graf Rd. and San Juan Rd.	AM	09/30/03	10	A	10	A	0	0.00
		PM	09/30/03	6	A	6	A	0	0.00
19	Miller Rd. and San Juan Rd.	AM	09/30/03	21	C	21	C	0	0.00
		PM	09/30/03	20	C	20	C	0	0.00

Box indicates significant impact
* Denotes CMP intersection.



AM PM Levels of Service

Note: 2000 Highway Capacity Manual (HCM) Level of Service Methodology Used

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Map 13

Year 2023 Intersection Levels of Service

Map prepared by Hexagon Transportation Consultants, Inc. - August 2004

City of Hollister 2005 General Plan

Capacity deficiencies were identified along the two major State Highways 25 and 156, and along Fairview and Shore Roads. The Fairview/Shore Road route is frequently used by commuters who are avoiding the high traffic volumes on Highway 25 between Hollister and Route 101 and Highway 152 between Gilroy and the intersection with Highway 156.

Circulation Needs In Northwest Hollister

The updated General Plan includes new residential and gateway commercial designations for the northwest area of Hollister. The new designations cover not only the areas near and between Fourth Street and Buena Vista Road, but also the land between Buena Vista Road and Wright Road. The area is large enough to eventually support more than 2,000 new residential units.

Capacity deficiencies were identified on Wright Road, Buena Vista Road, and Fourth Street.

Circulation Needs in Southeast Hollister

The circulation needs for the southeast area of Hollister have been previously studied and the 2023 traffic forecasts reinforce the earlier conclusions regarding needed roadway improvements. Union Road and Airline Highway will eventually require widening to four or more lanes.

Additional Roadway Capacity Serving the Industrial Park

Fallon Road is the major thoroughfare leading in to Hollister's industrial park near the municipal airport. The industrial park has the largest amount of land available for employment growth in the area. It is projected that about 25 percent of the non-retail employment growth will likely occur at the industrial park. The segment of Fallon Road just east of its intersection with San Felipe Road is projected to have a capacity deficiency by the year 2023. Fallon Road should be widened to 4 lanes through the industrial park.

CIRCULATION ELEMENT GOALS AND POLICIES

The matrix presented on the following pages is intended to guide implementation of the City's Circulation element. In addition to identifying a timeline for implementation in the matrix, each lettered item is described in detail in the "Implementation Measures" section that immediately follows. The matrix is organized according to the following circulation goals:

GOAL C1 Design and implement the City's circulation system to serve the planned residential and economic growth specified in the General Plan.

GOAL C2 Provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister. Facilities should accommodate recreational and commuter circulation patterns.

GOAL C3 Cooperate with Caltrans, the Council of San Benito County Governments (COG), 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.

GOAL C4 Continue to 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.

GOAL C1	**Design and implement the City's circulation system to serve the planned residential and economic growth specified in the General Plan.**

Policies		Lead Responsibility	Time Frame	Implementation Measures
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.	Engineering	On-going	Monitor LOS levels [C.D]
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).	Engineering	On-going	Prioritize roadway improvements [C.E]

GOAL C2	**Provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister. Facilities should accommodate recreational and commuter circulation patterns.**

Policies		Lead Responsibility	Time Frame	Implementation Measures
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.	Planning	On-going	Encourage intergovernmental coordination [C.C]
C2.2	**"Safe Routes to School" Program** Work cooperatively with local school districts to develop, implement and maintain the "Safe Routes to School" program.	Planning	On-going	Encourage intergovernmental coordination [C.C]
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.	Planning Planning	On-going On-going	Encourage intergovernmental coordination [C.C] Promote walkability through design review [C.G]

GOAL C3	**Cooperate with Caltrans, the Council of San Benito County Governments (COG), the County of San Benito and any other regional transportation authorities to ensure funding and implementation of the transportation improvements specified in the San Benito County Regional Transportation Plan.**

Policies		Lead Responsibility	Time Frame	Implementation Measures
C3.1	**Regional Transportation Measures** 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.	Finance	On-going	Evaluate public facilities fees [C.C]
C3.2	**Rail Corridor Planning.** The City will coordinate with appropriate agencies to assure that development projects planned adjacent to or near the rail corridor will be planned with safety of the rail corridor in mind.	Engineering	On-going	Encourage intergovernmental coordination [C.C]

GOAL C4	**Continue to 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	Lead Responsibility	Time Frame	Implementation Measures
C4.1	**Trucks to Avoid Residential Areas** Discourage or prohibit the movement and parking of large trucks within residential neighborhoods.	Planning Planning	1 year 1 year	Develop truck routes [C.B] Classify roadways [C.A]
C4.2	**Public Transit** Cooperatively work with COG, Caltrans, and San Benito County to develop, implement and maintain public transit services	Planning	On-going	Encourage intergovernmental coordination [C.C]
C4.3	**Park and Ride Facilities** Cooperatively work with COG, Caltrans, and San Benito County to develop, implement and maintain park and ride facilities.	Planning	On-going	Encourage intergovernmental coordination [C.C]

IMPLEMENTATION MEASURES

1-Year Time Frame

C.A Classify roadways

Classify the roadways within the Sphere of Influence by function, and specify the improvement concept for each major roadway. The public right-of-way associated with the specified improvement concepts shall be protected through the use of City Council adopted plan lines.

C.B Develop truck routes

Truck routes should be developed with COG, Caltrans and San Benito County and must include enforcement mechanisms to encourage the approriate routes.

On-going Time Frame

C.C Encourage intergovernmental coordination

The City should coordinate regional planning efforts with COG, Caltrans, San Benito County and other applicable agencies. Hollister officials should actively participate in development review for circulation projects outside the city limits but within Hollister's planning area.

C.D Evaluate public facilities fees

The City should consider adopting a citywide public facilities impact fee ordinance to fund new circulation improvement projects required to serve new residents and employees in Hollister.

C.E Monitor 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.

C.F Prioritize and implement roadway improvements

Develop a priority plan for the implementation of transportation improvements (all transportation modes) within the City. This plan shall be recommended to the City Council for inclusion within the Capital Improvement Program.

The projects described in this section have partial or complete funding and are consistent with SBCOG's constrained projects list for street and highway improvements. There are 10 short-term street and highway improvement projects with identified funding sources.

C.F.1: Highway 25 Bypass

Segment Location:	San Felipe Road to Sunset Road
Improvement Description:	Construct a four-lane arterial from San Felipe to East Park Street; a six-lane arterial to Sunset Drive; and a four-lane minor arterial from Route 25 Bypass to Prospect
Purpose and Need:	This new roadway is needed to accommodate increased traffic volumes, improve traffic operations, and relieve congestion in Downtown Hollister. The proposed project will provide a new 2.7-mile long roadway on a new alignment east of the Hollister central business district. The roadway will generally parallel San Benito Street, and will provide a direct connection between the intersection of Highway 25 and San Felipe Road in north Hollister and the intersection between Highway 25 and Sunset Drive in south Hollister. The new roadway will have four and six lane segments, and seven signalized intersections.
Responsible Agency:	Measure A Authority
Estimated Cost:	$23,457,494

C.F.2: Buena Vista Road Construction

Segment Location:	Westside Boulevard to McCray Street
Improvement Description:	Construct two-lane road
Purpose and Need:	Buena Vista Road currently exists along a discontinuous alignment in northeast Hollister. There is an opportunity to improve this roadway so that it can serve as a westward extension of Santa Ana Road. Improvement is needed from McCray Street westward to intersect with the planned Westside Boulevard. The objective is to provide a continuous 2-lane collector street across north Hollister. The improved roadway would significantly improve the accessibility of the neighborhoods in northeast Hollister. Future plans could include a westward extension of Buena Vista Road that could intersect with the Highway 156 Bypass.
Responsible Agency:	City of Hollister
Estimated Cost:	$4,792,000

C.F.3: Memorial Drive Construction

Segment Location:	Meridian Street to Santa Ana Road
Improvement Description:	Construct four-lane road
Purpose and Need:	Memorial Drive is being planned and constructed to serve as a minor arterial route for the neighborhoods west of the proposed Highway 25 Bypass. This project will construct a segment that is about 0.3 miles in length that runs between Meridian Street and Santa Ana Road. The objective is to provide a direct connection between the residential neighborhoods located

adjacent to Memorial Road and Santa Ana Road. Santa Ana Road provides good connections east to Fairview Road, and west to San Felipe Road and thence to Highway 25. Another phase of construction described below will extend Memorial northward into the industrial area located east of the airport off of Fallon Road.

Responsible Agency: City of Hollister

Estimated Cost: $2,432,166

C.F.4: Sunnyslope Road Construction

Segment Location: El Toro Drive to Fairview Road

Improvement Description: Construct four-lane major collector

Purpose and Need: Sunnyslope Road is the minor east west arterial street in southeast Hollister. This roadway provides the primary connection between the residential neighborhoods in southeast Hollister and the commercial areas located near the intersection with Airline Highway, and those located downtown. Sunnyslope Road needs to be a 4-lane roadway, and the proposed project would widen the remaining mile of roadway between El Toro Drive and Fairview Road. This project may be implemented in two phases, El Toro to Highland, and then Highland to Fairview.

Responsible Agency: City of Hollister

Estimated Cost: $4,791,510

C.F.5: Union Road (formerly Crestview Drive) Construction

Segment Location:	Cerra Vista Road to Fairview Road
Improvement Description:	Construct four-lane major throughfare
Purpose and Need:	Union Road has been planned and constructed to provide a continuous arterial connection through the southern portion of the Hollister area. Union Road currently runs from its intersection with Highway 156 eastward through an intersection with Airline Highway (Highway 25), and into the residential neighborhoods in southeast Hollister. A 0.6-mile extension is needed to complete the connection through to Fairview Road. Union Road has been planned to relieve congestion along Nash Road by providing a more direct path for commuters living in south Hollister.
Responsible Agency:	City of Hollister
Estimated Cost:	$4,864,332

C.F.6: Airline Highway (State Route 25) Widening

Segment Location:	Sunset Drive to Fairview Road
Improvement Description:	Widen to four lanes
Purpose and Need:	The Airline Drive project is needed to relieve traffic congestion along this major north south arterial caused in large degree by new residential development in South Hollister. The project widens Airline Highway from two to four lanes.
Responsible Agency:	Caltrans
Estimated Cost:	$10,115, 410

C.F.7: Fairview Road Widening

Segment Location:	State Route 25 to McCloskey Road
Improvement Description:	Widen to four-lane major thoroughfare
Purpose and Need:	Fairview Road is the major north south arterial serving east Hollister. The segment of Fairview Road from McCloskey Road south to Highway 25 serves a rapidly developing residential area, and needs to be widened to 4-lanes in order to improve safety and provide increased roadway capacity.
Responsible Agency:	City of Hollister; County of San Benito
Estimated Cost:	$19,116,000

C.F.8: Westside Boulevard Extension

Segment Location:	Nash Road to San Benito Street
Improvement Description:	Construct new two-lane major thoroughfare
Purpose and Need:	Currently Nash Road runs through the middle of Hollister High School creating noise and safety problems. This new street pulls traffic off of Nash Road and completes a semi-bypass around Downtown Hollister. Eventually, Nash Road may be closed or restricted to limit disruption to the high school.
Responsible Agency:	City of Hollister COG Council of Governments
Estimated Cost:	$4,259,120

C.F.9: New Traffic Signals

Segment Location:	[various as warranted]
Improvement Description:	Add traffic signals
Purpose and Need:	Growth in and around Hollister will cause increased congestion on urban streets in Hollister. The purpose of this project is to increase capacity at various intersections in Hollister.
Responsible Agency:	City of Hollister
Estimated Cost:	$2,240,000

C.F.10: Street and Highway Maintenance

Segment Location:	[various as warranted]
Improvement Description:	Maintenance and reconstruction countywide
Purpose and Need:	Continued and increased use of street and highway facilities countywide causes deterioration of these facilities. The purpose of this project is to undertake improvements to repair and maintain existing street and highway facilities.
Responsible Agency:	City of Hollister
Estimated Cost:	[unknown]

The projects described in this section have no funding and are consistent with SBCOG's unconstrained projects list. There are five long-term street and highway improvement projects.

C.F.11: Memorial Drive Construction

Segment Location:	Santa Ana Road to Shelton Drive, Fallon Road, and/or Flynn Road
Improvement Description:	Construct two-lane major collector
Purpose and Need:	This proposed project is the northward extension of Memorial Drive. As described above, this extension will complete a new arterial connection between the residential neighborhoods in eastern Hollister with the City's largest industrial regions located off of Fallon Road near the airport. This connection is needed in order to provide additional roadway capacity and relieve congestion on San Felipe Road.
Responsible Agency:	City of Hollister
Estimated Cost:	$13,842,140

C.F.12: Fairview Road/San Felipe Road East West Arterial

Segment Location:	Fairview Road to San Felipe Road (north of McCloskey)
Improvement Description:	Construct new 4-lane major thoroughfare
Purpose and Need:	The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new minor arterial street to connect Fairview Road with San Felipe Road in the area north of McCloskey Road. The purpose of the Fairview Road/San Felipe Road East West Connector is to provide access between Fairview Road and San Felipe Road in the Northeast Hollister Area.
Responsible Agency:	City of Hollister; County of San Benito
Estimated Cost:	[unknown]

C.F.13: Fairview Road/Memorial Drive East West Collector

Segment Location:	Fairview Road to Memorial Drive (south of McCloskey)
Improvement Description:	Construct new 2-lane collector
Purpose and Need:	The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new collector street to connect Fairview Road with Memorial Drive in the area south of McCloskey Road. The purpose of the Fairview Road/Memorial Drive East-West Connector is to provide access to arterial streets in the Northeast Hollister Area.
Responsible Agency:	City of Hollister; County of San Benito
Estimated Cost:	[unknown]

C.F.14: North Fairview Road Widening

Segment Location:	McCloskey Road to State Route 156
Improvement Description:	Widen to four lane major thoroughfare
Purpose and Need:	Over the long term, most growth in San Benito County will be in the Hollister Area, east, north, and south of existing Hollister city limits. This growth will create traffic impacts on Fairview Road between McCloskey Road and State Route 156. The purpose of the North Fairview Road Widening Project is to accommodate growth in the Hollister Area by increasing road and intersection capacity in this corridor.
Responsible Agency:	City of Hollister; County of San Benito
Estimated Cost:	[unknown]

C.F.15: Union Road Widening

Segment Location:	State Route 25 to State Route 156
Improvement Description:	Widen to four lane arterial
Purpose and Need:	Long-term growth east and south of existing Hollister city limits will create impacts on Union Road. Also, automobiles traveling through Hollister to reach regional destinations impact urban streets in Hollister. The purpose of the Union Road Widening Project is to alleviate through-traffic impacts in Hollister and accommodate growth in the Hollister Area by expanding road capacity around Hollister.
Responsible Agency:	City of Hollister; County of San Benito
Estimated Cost:	[unknown]

C.G Promote walkability through design review

Develop guidelines for appropriate sidewalk and pedestrian trail design. During the design review process of new projects, ensure that proposals provide adequate internal pedestrian connections as well as linkages to adjacent neighborhoods and community facilities.

C.H Collaborate with Caltrans during development review.

Coordinate with Caltrans and other appropriate agencies to consider pedestrian circulation patterns/destinations and plan for grade separations, improvements to existing at-grade rail crossings, and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.