Initial Study / Mitigated Negative Declaration

Nash Road Closure Project

May 2026

Prepared for:
San Benito High School District
1220 Monterey Street
Hollister, California 95023



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1220 Monterey Street
Hollister, California 95023

Prepared by

Terraphase Engineering, Inc.
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Sacramento, California 95814

May 2026

terraphase engineering

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1 Introduction

The proposed Nash Road Closure Project (Proposed Project) is a project as defined under the California Environmental Quality Act of 1970 (CEQA[1]; Public Resources Code [PRC] § 21000, et seq., as amended[2]). This Initial Study (IS) was prepared for the San Benito High School District (District) pursuant to CEQA and the implementing CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations [CCRs]; collectively, CEQA Guidelines).[3]

1.	**Project Title:**	Nash Road Closure Project
2.	**Lead Agency Name and Address:**	San Benito High School District 1220 Monterey Street Hollister, CA 95023
3.	**Contact Person and Email Address:**	Shawn Tennenbaum, Ed.D., Superintendent stennenbaum@sbhsd.k12.ca.us
4.	**Project Location:**	Nash Road (between Monterey Street and West Street) Hollister, CA 95023
5.	**Project Sponsor's/Applicant's Name and Address:**	San Benito High School District 1220 Monterey Street Hollister, CA 95023
6.	**General Plan Land Use Designation:**	Public (School)
7.	**Zoning:**	Public Facilities/Institutional (PF)
8.	**Surrounding Land Uses and Setting:**	The surrounding area includes Hollister High School to the north and south of the project location and southeast and southwest of the intersections of Nash Road and Monterey Street and West Street, respectively. Residential land uses are located to the northeast and northwest of the intersections of Nash Road and Monterey Street and West Street.

[1] 2025 CEQA Statute & Guidelines

[2] PRC § 21000, et seq.

[3] Guidelines for Implementation of the California Environmental Quality Act

9.	**Description of Project:**	The San Benito High School District seeks to permanently close a segment of Nash Road between Monterey Street and West Street adjacent to Hollister High School in the City of Hollister, California. The roadway segment is currently closed to vehicular traffic between 7:00 a.m. and 7:00 p.m. on the weekdays as well as during certain school events using a gated system to reduce traffic conflicts near the school campus, with limited emergency vehicle access provided through a preemption device. The Proposed Project would extend this existing daytime closure to a 24-hour closure, eliminating nighttime access to through traffic. No new roadway construction or physical improvements are proposed. The purpose of the Proposed Project is to enhance student safety, campus security, and pedestrian circulation by removing vehicular through traffic along Nash Road adjacent to school facilities at all times.
10.	**Project Approvals:**	District Board Approval
11.	**California Native American Consultation Requests**	Pursuant to PRC § 21080.3.1[4], the District contacted the Amah Mutsun Tribal Band of Mission San Juan Bautista, Amah Mutsun Tribal Band, Indian Canyon Mutsun Band of Costanoan, Costanoan Rumsen Carmel Tribe, Costanoan Ohlone Rumsen-Mutsen Tribe, Wuksachi Indian Tribe/Eshom Valley Band, and Xolon-Salinan Tribe. The District will consider any information received from California Native American tribes during the public review period and will complete any required AB 52 consultation before considering adoption of the IS/MND.
12.	**Date Initial Study Completed:**	May 2026

1.1 Purpose of the Study

This IS examines the potential effects of the Proposed Project on the environment. The Proposed Project assessed within this IS, described in **Section 2**, includes provisions to address known environmental concerns. The project description, including these provisions, provides the baseline for which environmental impacts are analyzed in **Section 3**.

This IS was prepared in accordance with CEQA and the CEQA Guidelines, as amended, to determine if the Proposed Project could have a significant impact on the environment. The purpose of this IS, as described in CEQA Guidelines § 15063(c)(1) is to provide the lead agency with information to use as the

[4] California Public Resources Code § 21080.3.1

basis for deciding whether to prepare a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR).

This IS is organized into the following sections:

Section 1. Introduction: Provides an overview of the Proposed Project, location, sponsor, when the IS was completed, environmental resources potentially affected by the Proposed Project, and the significance determination of the Proposed Project on the environment by the Lead Agency (the District).

Section 2. Project Description: Includes a detailed description of the Proposed Project and background information.

Section 3. Environmental Checklist: Contains the Environmental Checklist and a discussion of environmental issues.

Section 4. Preparers: Provides a list of parties involved in the preparation of this IS.

Section 5. References: Provides a list of sources used in the preparation of this IS.

1.2 Environmental Factors Potentially Affected

Impacts to the resources listed below were evaluated using the Environmental Checklist. However, only the environmental factors that are checked could be potentially affected by the Proposed Project and involve impacts that require mitigation to reduce impacts to less-than-significant levels. The resource areas that are unchecked were determined to have a less-than-significant impact or no impact, even without mitigation.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology and Soils
- ☐ Greenhouse Gas Emissions
- ☒ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise/Vibration
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation and Circulation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

1.3 Significance Determination

On the basis of the environmental evaluation presented in **Section 3**, as the representative for the Lead Agency:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project design and project-specific mitigation measures described in Section 3 have been agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION is recommended to be adopted.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature	May 14, 2026 Date
Shawn Tennenbaum, Ed.D., Superintendent Printed Name	San Benito High School District Lead Agency

2 Project Description

The San Benito High School District proposes to permanently close a segment of Nash Road between Monterey Street and West Street (Project Site) in the City of Hollister (City), San Benito County, California (**Figure 1**). Implementation of the proposed closure is being pursued by means of negotiated acquisition, a condemnation action, or an acquisition in lieu of condemnation for the District to obtain control of the Hollister roadway segment and restrict vehicular access. The Proposed Project would modify the existing traffic control conditions by implementing a 24-hour closure of this roadway segment to through vehicular traffic, thereby eliminating nighttime access that currently occurs between 7:01 p.m. and 6:59 a.m. on weekdays and all day on weekends. No roadway construction or physical improvements are proposed. The Proposed Project is required to undergo an environmental review pursuant to CEQA.

As the Lead Agency charged with approving and executing the Proposed Project, the District is required to consider the Proposed Project's potential environmental consequences and determine if its benefits outweigh any significant effects.

2.1 Location and Existing Setting

The Project Site encompasses the portion of Nash Road between Monterey Street and West Street in the City of Hollister, San Benito County, California, adjacent to the Hollister High School campus (**Figure 2**). Nash Road is an east–west roadway that bisects the approximately 50-acre Hollister High School campus, separating northern and southern portions of the school grounds. The Proposed Project is centrally located within the southern portion of the City and lies within the City's General Plan Planning Area[5].

The surrounding area consists of the high school campus, a residential neighborhood, and the adjacent local street network, including Monterey Street, West Street, and other nearby streets that provide circulation through this portion of the City.

The Project Site is accessed regionally via State Routes (SR) 25 and SR 156, which function as regional connectors to the City and surrounding communities (**Figure 2**). Locally, access to the Project Site is provided by a grid of collector and local streets, including River Parkway to the south, B Street to the north, and residential streets such as Powell Street to the west and San Benito Street to the east.

The roadway network in the vicinity of the Project Site consists primarily of two-lane facilities with posted speed limits of approximately 25 miles per hour (mph) and includes traffic calming features such as speed tables and speed humps on local streets. Sidewalks are generally provided, although bicycle facilities are limited within the immediate study area.

[5] City of Hollister General Plan Current Land Use Map



0 15,000 30,000 60,000 Feet

1 inch = 30,000 feet

N

Legend

Site Location

Base Map: ESRI World Topographic Map

SAFETY FIRST

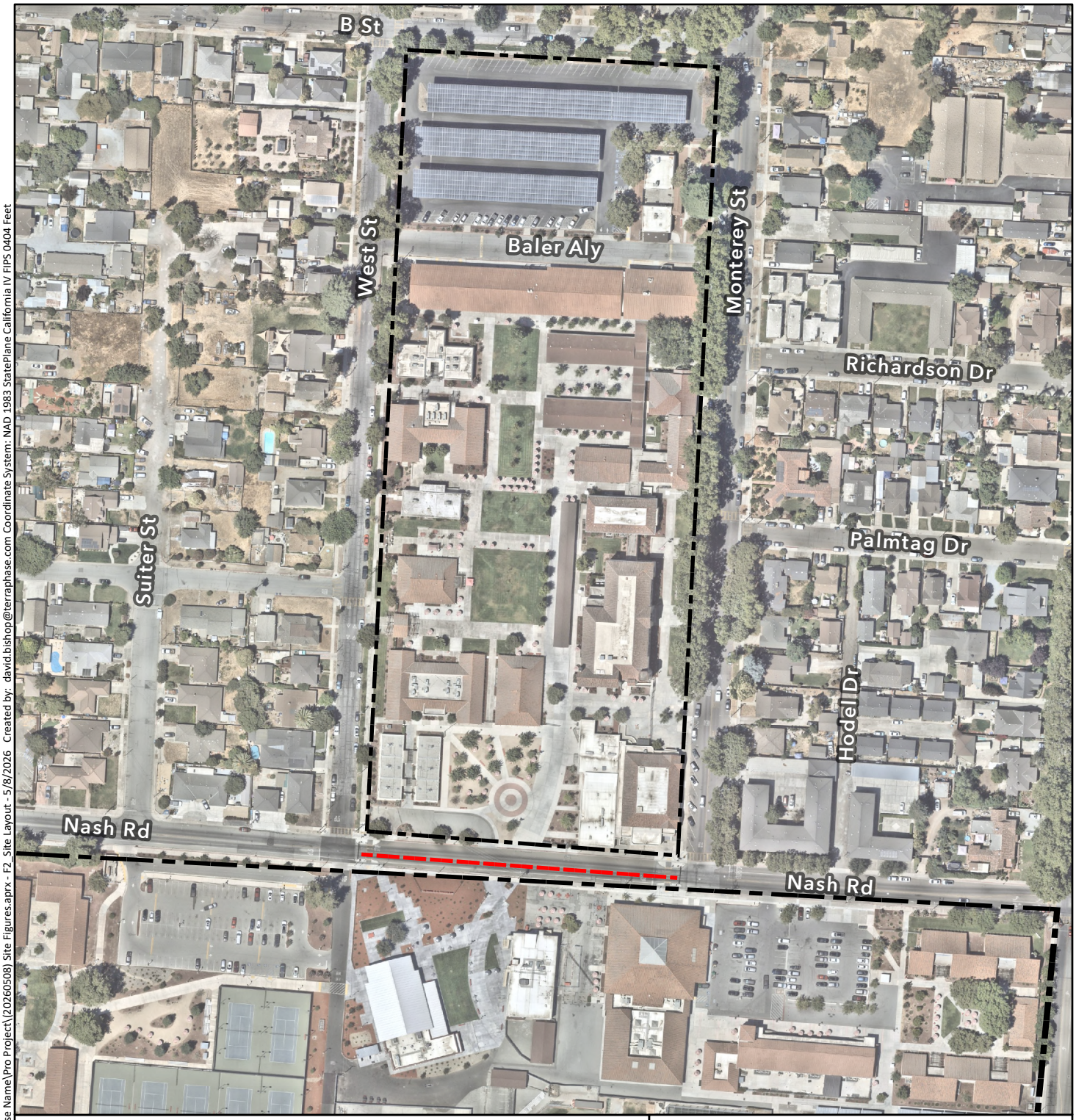
terraphase engineering

CLIENT:	Dannis Woliver Kelley
PROJECT:	San Benito HS District
PROJECT NUMBER:	0243.013ad.001

Proposed Project Regional Location

FIGURE 1

File: N:\GIS\Prj\0243_DWK\013AD_SBHSD Litigation\xxx_Phase Name\Pro Project\(20260415) Site Figures.aprx - F1_Site Location - 4/15/2026 Created by: david.bishop@terraphase.com Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet



0 100 200 400 Feet

1 inch = 200 feet

N

Legend

- Project Site
- San Benito High School Campus

Aerial Imagery Source: Nearmap (July 30, 2025)

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terraphase engineering

CLIENT:	Dannis Woliver Kelley
PROJECT:	San Benito HS District CEQA Litigation Support
PROJECT NUMBER:	0243.013ad.001

Proposed Project Site and Vicinity

FIGURE 2

File: N:\GIS\Prj\0243_DWK\013AD_SBHSD Litigation\xxx_Phase Name\Pro Project\(20260508) Site Figures.aprx - F2_Site Layout - 5/8/2026 Created by: david.bishop@terraphase.com Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet

2.1.1 Existing Land Uses

The Project Site consists of an existing roadway segment bisecting Hollister High School. Land uses surrounding the Project Site are dominated by educational facilities with uses associated with Hollister High School, as well as established residential neighborhoods. The area also includes supporting infrastructure such as local roadways, pedestrian pathways, and limited recreational and open space areas.

The roadway segment currently limits access during school hours to support pedestrian safety and campus operations. Through vehicular traffic is granted passage during evening, nighttime, and early morning hours.

Surrounding Land Uses

Surrounding land uses are predominantly urban and include a mix of institutional, residential, and limited commercial uses. The Hollister High School campus represents the primary land use adjacent to the Project Site. Residential neighborhoods consisting of single-family homes are located northeast and northwest of the Project Site on West Street and Monterey Street. To the south of the Hollister High School campus, River Parkway provides a dedicated detour for the current closure of the Project Site connecting to San Benito Street and provides access to recreational and open space areas. Commercial uses are primarily concentrated along San Benito Street and other arterial corridors outside the immediate vicinity of the Project Site.

2.1.2 Roadway Network

Existing Circulation Network

Nash Road is classified as a collector in the City's General Plan (City 2005) and is currently constructed as a two-lane undivided roadway with sidewalks on both sides. The roadway connects to Monterey Street on the east and West Street on the west, both of which are local streets providing access to adjacent residential neighborhoods.

The broader circulation system includes:

- San Benito Street (principal/minor arterial): primary regional route north and south of the Project Site;
- River Parkway (collector): provides southern circulation and access towards San Benito Street; and
- B Street, Powell Street, West Street, and Monterey Street: local roads serving residential areas.

These roadways form a connected grid that distributes local traffic and provides multiple alternative routes through the area.

Existing Traffic Conditions

Traffic data collected for the study area indicates that Nash Road currently carries approximately 1,480 weekday average daily trips (ADT) along the Project Site, with this traffic occurring primarily during

nighttime hours when the road is open (7:00 p.m. to 7:00 a.m.). On Saturdays, when the roadway is generally open, traffic volumes increase to approximately 5,810 ADT (**Appendix A**).

Traffic volumes on surrounding streets range from approximately:

- 2,520 ADT on West Street,
- 3,600 ADT on Monterey Street,
- 4,340 ADT on B Street,
- up to 7,690 ADT on San Benito Street.

All study area roadways currently operate within their respective capacity thresholds under both weekday and weekend conditions.

Intersection operations within the study area currently function at Level of Service (LOS) B or better, indicating acceptable traffic flow with minimal delay.

Operations

Under existing conditions, Nash Road between Monterey Street and West Street is closed to vehicular traffic between 7:00 a.m. and 7:00 p.m. on school days, as well as during certain school events. The closure is implemented through automated gates located at each end of the segment (**Figures 3a** and **3B**).

During closure periods:

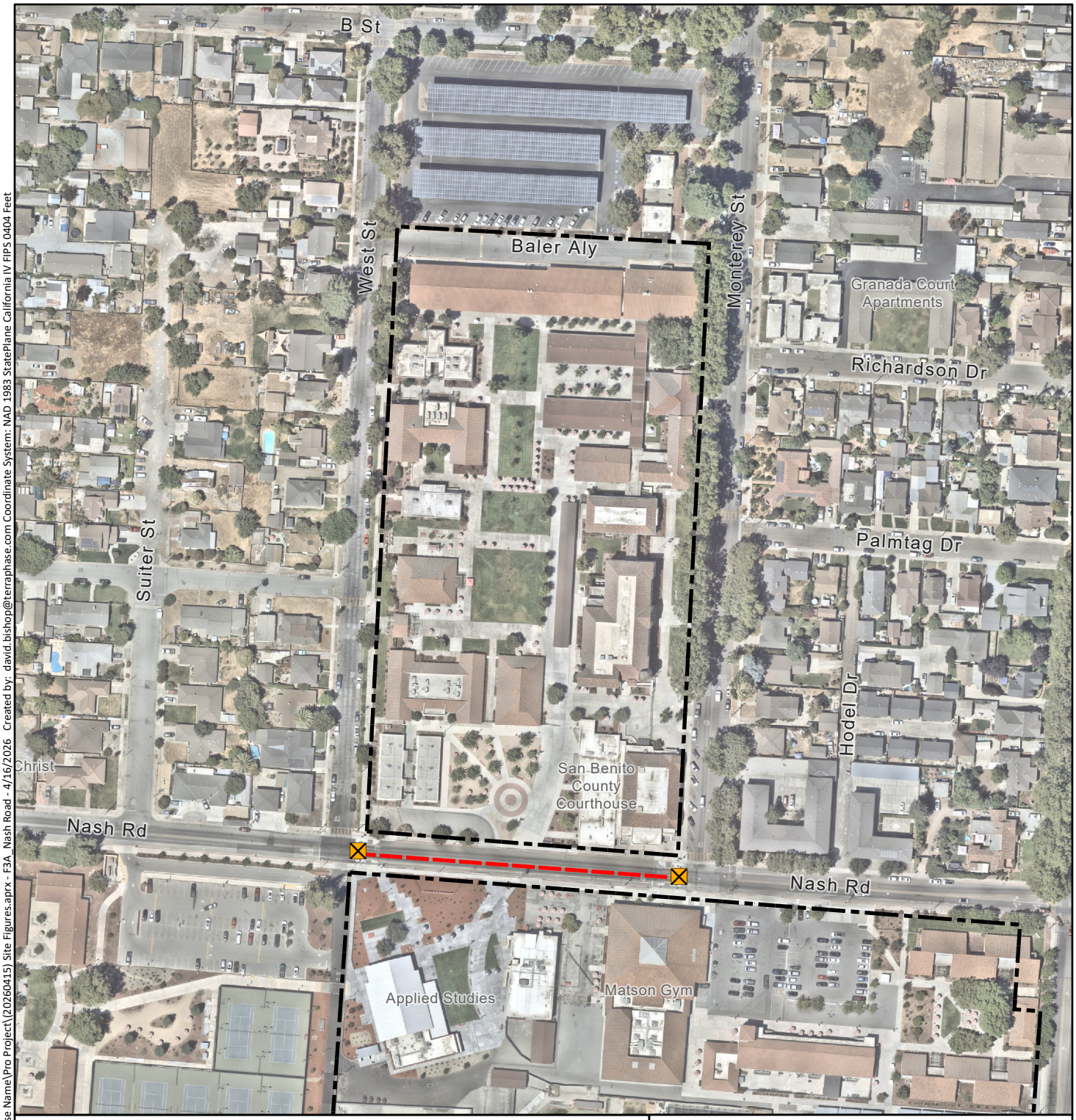
- vehicular access is restricted;
- pedestrian and bicycle access remains available; and
- fire department access is maintained via an Opticom-compatible gate system.

Outside of closure hours, the roadway functions as a through route for local traffic.

2.1.3 Existing Zoning and General Plan

The Project Site is located within the City and is subject to the City's General Plan and zoning regulations. The Nash Road segment between Monterey Street and West Street lies adjacent to the Hollister High School campus, which is designated for Public (School) in the General Plan and Public Facilities/Institutional (PF) under the corresponding zoning district. Surrounding properties to the north and east are primarily designated and zoned for Low- to Medium-Density Residential uses, reflecting the established single-family neighborhoods in the area. Roadways such as San Benito Street (State Route 25) serve as major circulation corridors and are typically associated with commercial or mixed-use designations in the broader area, although commercial uses are generally located outside the immediate Proposed Project vicinity.

The Project Site itself is an existing public roadway (Nash Road), classified as a collector in the City's General Plan Circulation Element, and is not associated with a specific land use designation beyond its transportation function. The surrounding street network, including Monterey Street, West Street, B Street, and Powell Street, is designated for local circulation and provides access to adjacent residential



0 100 200 400 Feet

1 inch = 200 feet

N

Legend

- Emergency Vehicle Access Gates
- Project Site
- San Benito High School Campus

Aerial Imagery Source: Nearmap (July 30, 2025)

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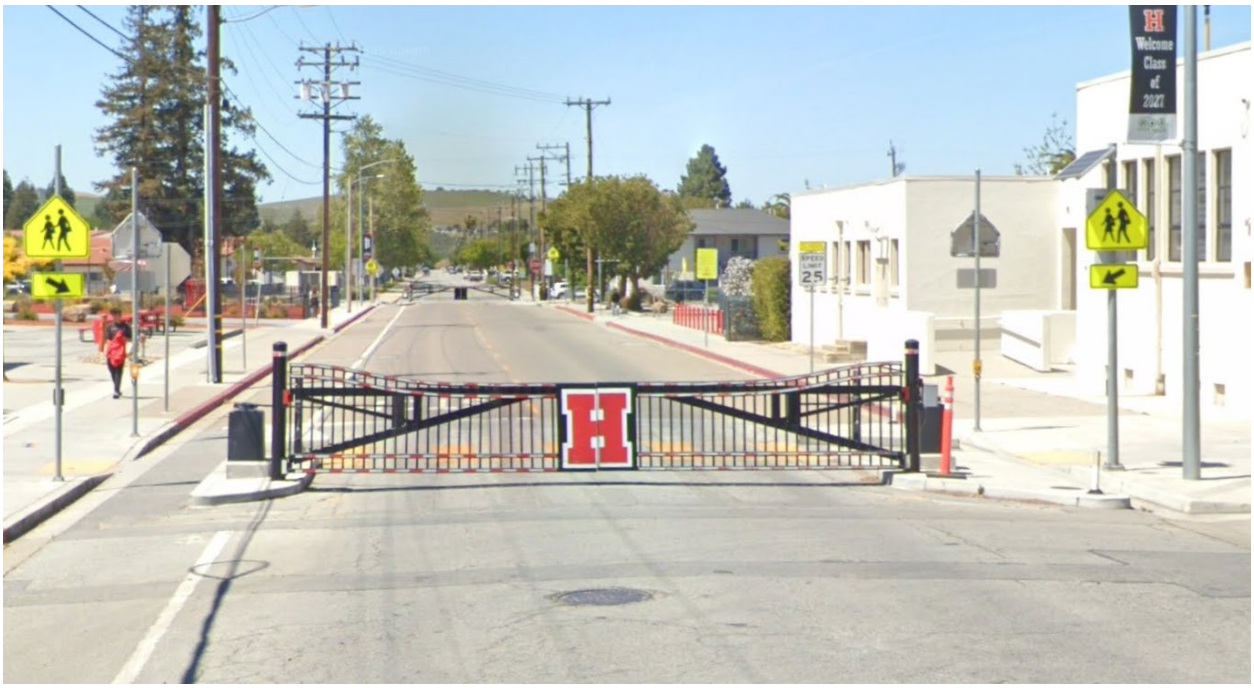
terraphase engineering

CLIENT:	Dannis Woliver Kelley
PROJECT:	San Benito HS District
PROJECT NUMBER:	0243.013ad.001

Emergency Vehicle Access

FIGURE 3A

File: N:\GIS\Prj\0243_DWK\013AD_SBHSD Litigation\xxx_Phase Name\Pro Project\(20260415) Site Figures.aprx - F3A_Nash Road - 4/16/2026 Created by: david.bishop@terraphase.com Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet



Proposed Project Street View (West Facing).(Google Earth, April 2025).



Proposed Project Street View (East Facing).(Google Earth, April 2025).

SAFETY FIRST	CLIENT: Dannis Woliver Kelley	**Proposed Project Street View**
terraphase engineering	PROJECT: San Benito HS District	
	PROJECT NUMBER: 0243.013ad.001	**FIGURE 3B**

and institutional uses. The Proposed Project, which involves the permanent closure of a roadway segment to vehicular traffic, would not alter existing land use designations or zoning classifications and would remain consistent with the General Plan's goals related to circulation, safety, and compatibility with surrounding land uses.

2.2 Proposed Project

Hollister High School is located along Nash Road between Monterey Street and West Street in the City of Hollister, San Benito County, California, on an approximately 50-acre campus. The Proposed Project consists of the permanent closure of a segment of Nash Road that bisects the campus between Monterey Street and West Street, extending the existing daytime vehicular closure to a 24-hour condition (**Figure 3A**).

The Proposed Project would convert the existing time-restricted roadway closure, currently in place between 7:00 a.m. and 7:00 p.m. on school days and during certain school events, into a full-time closure to through vehicular traffic, including nighttime hours and weekends. No substantial construction or roadway reconfiguration is proposed.

The roadway segment would remain accessible to pedestrians and bicyclists. Fire department vehicle access would continue to be maintained through existing gate systems with preemptive access. The Proposed Project would not introduce new vehicle trips but would instead result in the redistribution of existing traffic currently using Nash Road during nighttime hours to the surrounding street network, including Monterey Street, West Street, B Street, River Parkway, and San Benito Street.

The Proposed Project is intended to improve student safety, campus security, and pedestrian circulation by eliminating vehicular through traffic adjacent to operating school facilities at all times. The design and operation of the closure would remain consistent with the surrounding campus context and existing circulation patterns within the local roadway network.

2.2.1 Access and Circulation

Under the Proposed Project, vehicular access and circulation in the Proposed Project vicinity would be modified by the permanent closure of Nash Road between Monterey Street and West Street, eliminating its function as a through route in the evening and early mornings and requiring vehicles to utilize the surrounding street network. Local and regional access to the high school campus would continue to be provided via adjacent roadways, including Powell Street, Monterey Street, West Street, and San Benito Street for north-south vehicle circulation and B Street and River Parkway for east-west vehicle circulation, which would accommodate redistributed traffic that currently uses Nash Road during nighttime hours. Pedestrian and bicycle circulation along Nash Road would be maintained. Parking conditions would remain unchanged, as the Proposed Project does not include modifications to on-site or on-street parking supply; existing curbside parking on nearby local streets would continue to serve surrounding residential and school-related uses. Fire department emergency access would continue to be accommodated via existing gate systems and alternative routes within the local circulation network.

2.2.2 Perimeter and Security

The Project Site functions as a key edge condition along the Hollister High School campus, where access control measures already define a clear boundary between school grounds and the public right-of-way. Existing infrastructure, including controlled entry points and barrier systems, limits vehicle intrusion while maintaining visibility and pedestrian permeability. Transitioning to a continuous closure would strengthen this edge by creating a more consistent and enforceable perimeter across all hours. This change would reduce after-hours vehicle presence along the campus frontage, which can be associated with informal access, congregation, or non-school-related activity. A fully controlled boundary also improves the District's ability to monitor and manage access points, aligning with standard school safety practices that emphasize restricted entry, clear sightlines, and minimized conflicts between vehicles and campus users.

2.3 Comparison with Land Use Policy

2.3.1 General Plan Consistency

The Proposed Project is consistent with the City's General Plan, particularly the Circulation and Safety Elements, which emphasize improving roadway safety, supporting multimodal transportation, and minimizing conflicts between vehicles and pedestrians. The General Plan serves as the City's primary policy framework guiding land use and infrastructure decisions; zoning and project-level actions are required to align with its goals and policies. The permanent closure of Nash Road adjacent to a high school campus supports General Plan objectives related to enhancing pedestrian safety, managing local traffic circulation, and reducing cut-through traffic in sensitive land use areas such as schools and residential neighborhoods. Additionally, because the Proposed Project does not introduce new development or increase traffic generation, it remains consistent with policies aimed at maintaining acceptable levels of service and preserving neighborhood character.

2.3.2 Airport Influence Area

The Project Site is not located within an identified Airport Influence Area (AIA) or Airport Land Use Compatibility Plan boundary. The nearest airport, Hollister Municipal Airport, is located approximately 3 miles north of the Project Site, which places the Project Site outside the AIA, noise impact zones, and safety zones where airport-related land use compatibility concerns—such as noise exposure, safety zones, or height restrictions—would apply (SBC Airport Land Use Commission 2012). As a result, the Proposed Project would not conflict with airport land use compatibility policies, nor would it introduce sensitive receptors or physical structures that could affect airport operations. Given that the Proposed Project involves no vertical development or changes in land use intensity, it would not interfere with airspace protection or aviation safety considerations.

2.3.3 Zoning and Development Code Consistency

The Proposed Project is consistent with the City's Zoning Ordinance and development code[6], which function as implementation tools for the General Plan and regulate land use, circulation, and site design. The Project Site is an existing public right-of-way and does not involve rezoning, new construction, or changes to allowable land uses. Modifications to roadway access and circulation are within the jurisdiction of the District after permanent closure and are consistent with zoning code provisions that support public infrastructure management and safety improvements. Because the Proposed Project does not alter development standards such as density, setbacks, or permitted uses, and instead enhances compatibility between the roadway and adjacent institutional and residential uses, it would not conflict with applicable zoning regulations or development standards.

2.4 Regulatory Requirements, Permits, and Approvals

The Proposed Project may include agency review and approvals from the following entities.

San Benito High School District:

The District Board of Trustees would be responsible for approval of the Proposed Project, including authorization to enter into contract to acquire, or pursue a condemnation action to obtain control of the Nash Road segment between Monterey Street and West Street. The Board would also approve permanent closure of the roadway to vehicular through traffic.

San Benito High School District (Condemnation Proceedings, if required):

Implementation of the Proposed Project may include a condemnation action (eminent domain) to acquire the necessary property interest or control over the roadway segment if negotiations for acquisition are unsuccessful. This action would be conducted in accordance with applicable State laws governing condemnation and may require judicial approval through the San Benito County Superior Court.

City of Hollister:

Coordination with the City may be required to ensure consistency with local circulation plans, emergency access requirements, and any applicable municipal codes related to roadway closures or traffic control. While the District is seeking to obtain control over the roadway segment, the City may have an interest in the disposition or modification of a public right-of-way.

[6] Municode, 2026. Title 17- Zoning. Available online at: https://library.municode.com/ca/hollister/codes/code_of_ordinances?nodeId=TIT17ZO. Accessed April 22, 2026.

3 Environmental Checklist

Pursuant to CEQA Guidelines § 15063 (14 CCR § 15063[7]), an IS is prepared by the lead agency to determine whether a proposed project may have a significant effect on the environment and to identify the appropriate level of environmental review. The IS provides sufficient information to support a determination as to whether the Proposed Project qualifies for an exemption, or whether an ND, MND, or EIR should be prepared. The CEQA Guidelines allow the use of a checklist or similar format to evaluate potential environmental effects, provided that conclusions are supported by brief explanations and relevant evidence.

This IS was prepared in accordance with CEQA. The analysis herein is intended to support the District's determination regarding the appropriate environmental document, which may include a Notice of Exemption (NOE), ND, MND, or EIR, as applicable.

[7] Cal. Code Regs. Tit. 14, § 15063 - Initial Study | State Regulations | US Law | LII / Legal Information Institute

3.1 Aesthetics

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

3.1.1 Regulatory Setting

CEQA provides thresholds for evaluating aesthetic impacts, including scenic vistas, scenic resources, visual character, and light/glare. California Streets and Highways Code § 260 et seq.[8] establishes the State Scenic Highway System to protect scenic resources along designated routes.

3.1.2 Environmental Setting

Visual conditions in the Proposed Project vicinity are mainly defined by the Hollister High School campus, which includes buildings, athletic facilities, and parking areas. Areas surrounding the Project Site to the south include landscaped open spaces and surrounding single-family residential neighborhoods. The roadway network, including Nash Road, Monterey Street, West Street, and nearby local streets, contributes to the visual character through paved surfaces, sidewalks, street trees, signage, and lighting. The area does not contain prominent natural features such as ridgelines, rock

[8] California Streets and Highways Code Section 260 et seq.

outcroppings, or scenic vistas. The Project Site is approximately 0.78 miles from SR 198/SR 156 (near Hollister) which is recognized as a State Scenic Highway (Caltrans 2026).

Public views of the Project Site are generally limited to those available from adjacent streets and sidewalks. The visual character is influenced by low-rise development, traffic activity, and school-related uses. Lighting in the area includes streetlights and campus lighting that provides illumination for circulation and safety.

3.1.3 Impact Discussion

a) Have a substantial adverse effect on a scenic vista?

The Project Site is located within a fully developed urban area of the City, characterized by Public (School)/Institutional uses and surrounding residential neighborhoods. The Nash Road segment does not constitute a recognized scenic vista, nor does it offer views of visually sensitive natural features such as hillsides, open space, or designated scenic landscapes. However, the Nash Road segment provides access to E. Nash Road and subsequently Tres Pines Road which provides access to State Scenic Highway SR 198/SR 156 (Caltrans 2026). Given the distance and limited views of the Project Site from SR 198/SR 156, the Proposed Project would not have a substantial adverse effect on this vista. The Proposed Project does not involve construction, vertical development, or physical alterations that would obstruct or degrade existing views. Therefore, the Proposed Project would not have a substantial adverse effect on a scenic vista and no impact to scenic vistas would occur.

Impact Designation: Less-Than-Significant Impact

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The Project Site is approximately 0.78 miles from a designated State Scenic Highway. The Proposed Project does not include grading, vegetation removal, or physical improvements that would affect trees, geologic features, or historic structures. Because the Proposed Project is limited to operational changes (i.e., the closure of Nash Road) within an existing developed right-of-way, it would not result in the loss or degradation of scenic resources. Therefore, no impacts to State scenic highways would occur and the Proposed Project would not substantially damage scenic resources.

Impact Designation: No Impact.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Proposed Project is in an urbanized area, would the Proposed Project conflict with applicable zoning and other regulations governing scenic quality?

The Project Site is located within an urbanized area; therefore, this analysis focuses on whether the Proposed Project would conflict with applicable zoning and other regulations governing scenic quality.

The Proposed Project consists of the closure of a segment of Nash Road and does not involve construction, grading, or other physical changes that would affect visual resources. The Proposed Project would not alter land use designations or introduce features that would be inconsistent with applicable zoning or local regulations related to scenic quality.

Accordingly, the Proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, no impact would occur.

Impact Designation: No Impact.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

The Proposed Project would not create new sources of substantial light or glare. The Proposed Project consists of the closure of a segment of Nash Road and does not include the installation of new lighting, construction of structures, or introduction of reflective materials. Existing lighting conditions in the Proposed Project vicinity would not change.

Because the Proposed Project does not introduce any new sources of light or glare, it would not adversely affect daytime or nighttime views in the area. Therefore, no impact would occur.

Impact Designation: No Impact.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest Range Assessment Project and Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB). Would the Proposed Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned for Timberland Production (as defined by Government Code § 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The Project Site is located in the City within a developed environment. The Project Site itself is fully paved. The surrounding land uses consist primarily of institutional (school) and residential developments. There are no active agricultural operations occurring on or immediately adjacent to the Project Site (City 2005). According to the California DOC's Farmland Mapping and Monitoring Program (FMMP), agricultural lands such as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are generally located outside the urbanized core of the City, typically in outlying rural areas of San Benito County. The Project Site is not designated as farmland under FMMP classifications and does not support agricultural production[9].

Similarly, the Project Site and surrounding area do not contain forest land, timberland, or lands designated for timber production[10]. Forest resources in California are typically located in mountainous or heavily vegetated regions and are not present within the urbanized setting of the Proposed Project area. The Project Site is not subject to Williamson Act contracts, agricultural zoning, or timberland production zoning.

3.2.2 Impact Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The Project Site is not designated as farmland by the FMMP and is currently developed as a roadway within an urbanized area. Overall, the Proposed Project area reflects a fully developed environment with no agricultural or forestry resource value. No agricultural lands would be affected. Therefore, no impact would occur.

Impact Designation: No Impact.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. The Project Site is located within the City and is not zoned for agricultural use, nor is it under a Williamson Act contract. The Proposed Project does not involve changes to land use designations or zoning. Therefore, no impact would occur.

Impact Designation: No Impact.

[9] California Important Farmland Finder

[10] CALFIRE Timber Harvesting Map, 2026

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC § 12220(g)), timberland (as defined by PRC § 4526), or timberland zoned for Timberland Production (as defined by Government Code § 51104(g))?

The Proposed Project would not conflict with or cause rezoning of forest land, timberland, or timberland production zones. The Project Site is located in an urbanized area where such designations do not exist. No forest or timberland resources are present. Therefore, no impact would occur.

Impact Designation: No Impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No forest land exists within or near the Project Site. Therefore, no impact would occur.

Impact Designation: No Impact.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Proposed Project would not involve changes that could result in the conversion of farmland or forest land. The Proposed Project is limited to the operational closure of an existing roadway and does not induce development, population growth, or land use changes that could indirectly affect agricultural or forestry resources. Therefore, no impact would occur.

Impact Designation: No Impact.

3.3 Air Quality

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Proposed Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Regulatory Setting

Federal and State

Air quality in the area is a function of the criteria air pollutants (CAPs) emitted locally, the existing regional ambient air quality, and the meteorological and topographic factors that influence the intrusion of pollutants into the area from sources outside the immediate vicinity. The Project Site's air quality is based on the CAPs meeting the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The 1977 federal Clean Air Act (CAA) required the U.S. Environmental Protection Agency (EPA) to identify NAAQS to protect public health and welfare. NAAQS have been established for the six "criteria" air pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM), and lead. PM is designated into two size classes, coarse (10 micrometers or less in diameter [PM_{10}]) and fine (2.5 micrometers or less in diameter [$PM_{2.5}$]). The smaller size of $PM_{2.5}$ allows particles to enter the cardiovascular system and cause more serious health problems. For this reason, the NAAQS set a more stringent standard on $PM_{2.5}$ in ambient air quality. Pursuant to the 1990 CAA Amendments, the EPA has classified air basins (or

portions thereof) as either “attainment” or “nonattainment” for each CAP, based on whether the NAAQS have been achieved.

California has adopted ambient standards that are more stringent than the federal standards for the CAPs. Under the California Clean Air Act, patterned after the federal CAA, areas have been designated as attainment or nonattainment with respect to CAAQS.

Local

Monterey Bay Air Resources District

The Monterey Bay Air Resources District (MBARD) regulates air emissions within the North Central Coast Air Basin, including the City and San Benito County. MBARD’s Air Quality Management Plan (AQMP) outlines strategies to attain and maintain the NAAQS and CAAQS. MBARD enforces rules and regulations to control air pollutant emissions, including requirements to minimize fugitive dust during construction activities and to prevent emissions that would create a public nuisance. The City implements MBARD requirements through its project review and permitting processes.

3.3.2 Environmental Setting

The primary factors that determine air quality are the locations of air pollutant sources and the amounts of pollutants emitted. Meteorological and topographical conditions, however, are equally important. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

Air quality in the vicinity of Hollister High School is affected by both CAPs and toxic air contaminants. Regional air quality within the North Central Coast Air Basin is influenced by a combination of local emissions sources and pollutant transport from surrounding regions. The area is designated nonattainment for O_3 under both federal and State standards and nonattainment for $PM_{2.5}$ under State standards.

Existing emissions associated with the high school campus are typical of institutional land use and include exhaust from staff, student, and visitor’s vehicles; natural gas combustion for space and water heating; and emissions from landscape maintenance equipment. The Project Site is primarily influenced by local roadway traffic, including Monterey Street, West Street, and other nearby collector and arterial roadways that provide access to the campus. Unlike more urbanized regions, the Proposed Project area is not located in close proximity to major freeways or substantial stationary sources of air pollution.

The region’s attainment status for the NAAQS is listed in **Table 1**. MBARD monitors and regulates air quality within the air basin and implements control measures to reduce pollutant emissions and achieve applicable standards.

Table 1. Regional Attainment Status for CAAQS and NAAQS

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone (O_3)	8 Hour	0.070 ppm	Nonattainment	0.070 ppm Primary same as secondary	Nonattainment
	1 Hour	0.09 ppm (180 µg/m^3)	Nonattainment	N/A	N/A
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	Attainment	0.100 ppm	Attainment
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Attainment
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	Attainment	0.014	Attainment
	1 Hour	0.25 ppm (655 µg/m^3)	Attainment	0.075 ppm (196 µg/m^3)	Attainment
Coarse Particulate Matter 10 Micrometers or Less in Diameter (PM_{10})	Annual	20 µg/m^3	Attainment	N/A	N/A
	24 Hour	50 µg/m^3	Attainment	150 µg/m^3	Attainment
Fine Particulate Matter 2.5 Micrometers or Less in Diameter ($PM_{2.5}$)	Annual	12 µg/m^3	Nonattainment	12 µg/m^3	Attainment (Maintenance)
	24 Hour	N/A	N/A	35 µg/m^3	Attainment
Lead	30-day Average	1.5 µg/m^3	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	0.15 µg/m^3	Attainment

Source: EPA[11]; CARB[12]
Note: µg/m^3= micrograms per cubic meter; mg/m^3= milligrams per cubic meter; N/A = not applicable; ppm = parts per million

[11] EPA NAAQS Table

[12] Maps of State and Federal Area Designations | California Air Resources Board

MBARD has established CEQA thresholds of significance for evaluating project-related air quality impacts. These thresholds, presented in **Table 2**, apply to both construction and operational emissions of CAPs and their precursors, including reactive organic gases (ROG) and nitrogen oxides (NOx), as well as PM (PM_{10} and $PM_{2.5}$). If project-related emissions exceed any of these thresholds, the Proposed Project would result in a cumulatively considerable contribution to a significant air quality impact.

Table 2. MBARD Air Quality Significance Thresholds

Pollutant	Construction Related Emissions	Operations Emissions
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)
Nitrogen Oxides (NOx)	82	137
Reactive Organic Gases (ROG/ volatile organic compounds)	82	137
Particulate Matter-Coarse (PM_{10})	82	137
Particulate Matter-Fine ($PM_{2.5}$)	82	137

Source: MBARD *CEQA Air Quality Guidelines*[13]
Note: lbs/day = pounds per day

Additionally, MBARD's CEQA significance thresholds are supported by MBARD rules that prohibit the emission of air contaminants in quantities that would result in a public nuisance. Consistent with MBARD regulations, projects must not generate emissions that cause injury, detriment, nuisance, or annoyance to a considerable number of persons, or that endanger public health, safety, or welfare, or result in damage to a property or business[14].

Sensitive Receptors

Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

Sensitive receptors are land uses where occupants are more susceptible to the adverse effects of air pollution. The Project Site is located adjacent to the Hollister High School campus, which is itself considered a sensitive receptor due to the presence of students. Additional sensitive receptors in the vicinity include residential properties located near the intersections of Nash Road and West Street and Monterey Street and Nash Road, in proximity to the existing gate locations. However, the Proposed Project does not include construction activities that would occur in these areas or otherwise result in emissions that would affect nearby sensitive receptors.

[13] Monterey Bay Air Resources District CEQA Air Quality Guidelines

[14] Monterey Bay Air Resources District Rules & Regulations

3.3.3 Impact Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. The Proposed Project involves the permanent closure of a short roadway segment and redistribution of existing traffic to the surrounding street network, without inducing population growth or increasing regional vehicle miles traveled (VMT) to a degree that would interfere with attainment strategies outlined in the MBARD AQMP. The surrounding roadway network is expected to continue operating within capacity, and the Proposed Project would not result in substantial increases in criteria pollutant emissions. As such, the Proposed Project would remain consistent with regional air quality planning assumptions, which are based on projected growth and associated emissions inventories. Therefore, implementation of the Proposed Project would not hinder attainment or maintenance of applicable CAAQS or NAAQS and would not conflict with or obstruct implementation of the MBARD AQMP[15]. Therefore, impacts related to consistency with the applicable air quality plan would be less than significant.

Impact Designation: Less-than-Significant Impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment. As discussed, the Proposed Project involves the permanent closure of a short segment of Nash Road and the redistribution of existing vehicular traffic to the surrounding roadway network, without increasing overall travel demand or inducing additional vehicle trips. The surrounding roadway system is expected to operate within capacity under rerouted conditions, and no substantial increases in congestion or idling are anticipated. As such, the Proposed Project would not generate a measurable increase in regional VMT or associated emissions of O_3 precursors (ROG and NOx) or PM ($PM_{2.5}$), which are the primary pollutants of concern in the North Central Coast Air Basin. Because the Proposed Project does not involve ground disturbance, construction, or physical improvements, no construction-related emissions would be generated. Therefore, the Proposed Project would not result in a cumulatively considerable net increase in nonattainment pollutants, and impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact.

c) Expose sensitive receptors to substantial pollutant concentrations?

The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors in the Proposed Project vicinity include students and staff at Hollister High School, as

[15] Air Quality Plans - Monterey Bay Air Resources District

well as nearby residential properties located near the intersections of Nash Road and West Street and Monterey Street and Nash Road. The Proposed Project does not include construction activities or the introduction of new stationary sources of emissions that would generate localized pollutant concentrations. Operationally, the Proposed Project would eliminate vehicular traffic along the closed segment of Nash Road, resulting in a reduction of on-site emissions and improved air quality conditions for receptors along that corridor. Although traffic would be redistributed to adjacent roadways, the surrounding street network is expected to operate within capacity and increases in pollutant concentrations along these roadways would be minor and dispersed. Therefore, the Proposed Project would not result in substantial pollutant concentrations affecting sensitive receptors, and impacts would be less than significant.

Impact Designation: Less-than-Significant Impact.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The Proposed Project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people. The Proposed Project consists of the permanent closure of a roadway segment and does not involve land uses or operational activities typically associated with odor generation, such as industrial facilities, wastewater treatment, or commercial uses involving volatile substances. Operationally, the Proposed Project would reduce vehicular activity along Nash Road, which could marginally decrease exhaust-related odors in the immediate area. Therefore, the Proposed Project would not generate objectionable odors affecting a substantial number of people, and impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact.

3.4 Biological Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish & Wildlife Service (USFWS)?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the federal Clean Water Act (CWA; including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

3.4.1 Regulatory Setting

Federal

Federal Endangered Species Act

Under the federal Endangered Species Act (FESA), the Secretary of the Interior and the Secretary of Commerce have the joint authority to list a species as threatened or endangered (16 U.S.C. § 1533c)[16]. The purposes of FESA are to provide a means to conserve the ecosystems that endangered and threatened species depend on and to provide a program for conservation and recovery of the species with the intent of removing the species from a listed, protected status. Regulatory protection is given to any species listed as endangered or threatened.

The USFWS and the National Marine Fisheries Service are the federal agencies that enforce FESA. Pursuant to the requirements of FESA, it is unlawful for any person to take (harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct [16 U.S.C. § 1532 {19}])[17] any such species within the U.S. or territorial sea or violate any regulation pertaining to such species or to any threatened species of fish or wildlife (16 U.S.C. § 1538);[18] endangered species (50 Code of Federal Regulations [CFR] § 17.21 (c));[19] or threatened species (50 CFR § 17.31 (a)).[20]

Migratory Bird Treaty Act

Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR §§ 10.1-10.22,[21] including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR §§ 21.4-21.183).[22] The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. As such, project-related disturbances must be reduced or eliminated during the nesting season.

[16] 116 U.S.C § 1533c, Lists

[17] 16 U.S.C. § 1532(19), Definition of "Take"

[18] 16 U.S.C. § 1538, Prohibited acts

[19] 50 CFR § 17.21(c), Prohibitions

[20] 50 CFR § 17.31(a), Prohibitions

[21] USFWS, Wildlife and Fisheries

[22] 50 CFR §§ 21.4-21.183, Part 21-Migratory Bird Permits

State

California Department of Fish and Wildlife

California Fish and Game Code (FGC) §§ 3503 and 3503.5[23] provide protection of birds and their nests by prohibiting the take of birds, their nests, or their eggs. California FGC § 1600 et seq.,[24] requires notification to CDFW for proposed projects that may: divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake; use material from a streambed; or result in the disposal or deposition of debris, waste, or other material where it may pass into any river, stream, or lake.

The CDFW is also the lead agency under the California Endangered Species Act (CESA; FGC §§ 2050–2115.5)[25] with similar provisions to FESA as referenced earlier. Should the take of a State-listed species through direct take be anticipated or likely to occur, then a consultation with CDFW is required. CDFW may issue an incidental take permit (FGC § 2081[26]) to authorize such a potential limited take and the permit would identify any mandatory avoidance measures which the CDFW believes would reduce the likelihood of such a take; the permit must be adhered to by the applicant if potential take or adverse impact cannot be avoided. The issuance of such an incidental take permit must be requested by the applicant and CDFW is now required to post all such take permits online for public viewing. Should a species be listed under both FESA and CESA, then a consistency determination (FGC § 2080.1[27]) is also required. Applicable fees may also be collected under CESA.

CEQA Guidelines

Several federal and State statutes protect rare, threatened, and endangered species. Article 20, § 15380 of the CEQA Guidelines[28] provides that a species not listed on the federal or State lists of protected species may be considered rare, threatened, or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definitions of endangered, rare, or threatened provided in FESA and CESA. This section of the CEQA Guidelines gives public agencies the ability to protect a species from any potential impacts of proposed projects until the respective government agency has the opportunity to designate (list) a species as protected, if warranted.

The California Native Plant Society (CNPS) maintains an extensive list of plant species that it considers to be rare, threatened, or endangered, but have no designated status or protection under FESA or CESA. Impacts to CNPS-listed species (e.g., CNPS lists 1B and 2) are considered during CEQA environmental review.

[23] GC §§ 3503 and 3503.5, Taking or destroying nests or eggs; Taking, possessing, or destroying birds-of-prey or their eggs

[24] FGC § 1600 et seq., Chapter 6. Fish and Wildlife Protection and Conservation

[25] FGC §§ 2050-2115.5, Chapter 1.5 Endangered Species

[26] FGC § 2081, Article 3. Taking, Importation, Exportation, or Sale

[27] FGC § 2080.1, Article 3. Taking, Importation, Exportation, or Sale

[28] 2025 CEQA Statute & Guidelines

California Endangered Species Act

Under CESA, it is unlawful to take a State-listed endangered or threatened species. FGC § 86[29] defines take as "hunt, pursue, catch, capture or kill or attempt to hunt, pursue, catch, capture or kill." CDFW maintains authorization over CESA if there is potential for take of a State-listed plant or wildlife species.

Local

The City's General Plan includes policies related to the protection of biological resources, including the preservation of native vegetation, sensitive habitats, and wildlife movement where such resources occur. These policies are primarily applicable to projects involving ground disturbance, vegetation removal, or development within or adjacent to natural habitat areas.

3.4.2 Environmental Setting

The Project Site is located within a fully developed urban environment and is entirely occupied by buildings, paved surfaces, and ornamental landscaping associated with the Hollister High School campus. No natural habitats, riparian areas, wetlands, or other sensitive biological communities occur on the Project Site. Landscaping within the Project Site consists of non-native, ornamental plantings that provide limited habitat value for wildlife.

The surrounding area is similarly developed with urban uses, including roadways, school facilities, and residential development. Due to the highly disturbed and developed condition of the Project Site and surrounding area, the Project Site does not support native vegetation communities or habitat features typically associated with sensitive biological resources.

Special-Status Species

For the purposes of this assessment, special-status species are defined as species that meet one or more of the following criteria:

- Listed as endangered or threatened under FESA, or formally proposed for or candidates for such listing;
- Listed as endangered or threatened under CESA, or proposed for listing;
- Designated as rare or endangered pursuant to FGC § 1901;
- Designated as fully protected pursuant to FGC §§ 3511, 4700, or 5050;
- Identified as Species of Special Concern by CDFW;
- Protected under the MBTA; or
- Otherwise considered rare or endangered under CEQA.

Given the fully developed condition of the Project Site and the absence of suitable habitat, special-status plant and wildlife species are not expected to occur on or adjacent to the Project Site (USFWS 2026a;

[29] FGC, Division 0.5. General Provisions and Definitions [1-99.5], Chapter 1 General Definitions [1.89.5]

USFWS 2026b; **Appendix B**). The Proposed Project area is outside all designated critical habitat for protected species **Appendix B**).

3.4.3 Impact Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The Proposed Project consists of the permanent closure of an existing roadway segment within a fully developed high school campus setting. The Proposed Project would not involve grading, excavation, vegetation removal, or construction activities, nor would it result in changes to land use or the introduction of new lighting, noise, or human activity beyond existing conditions.

Potential impacts to special-status species would occur only if the Proposed Project would (1) directly disturb individuals, or (2) modify habitat in a manner that could support such species. The Proposed Project does not include any ground-disturbing activities or habitat modification and would not alter existing site conditions. The roadway segment would remain in place and would be closed to vehicular traffic on a full-time basis, extending the existing partial-day closure.

Although ornamental landscaping is present within the Project Site, the Proposed Project does not include removal or trimming of vegetation and would not result in disturbance to potential nesting habitat for birds protected under the MBTA or California FGC. In addition, the conversion from a partial-day roadway closure to a full-time closure would not increase disturbance levels and may reduce vehicular activity in the area. Therefore, the Proposed Project would not result in direct or indirect impacts to nesting birds.

Because the Proposed Project does not include any physical changes to the environment that could affect habitat or species, there is no mechanism by which the Proposed Project could result in direct or indirect impacts to special-status species. The permanent closure of the roadway would not result in habitat removal, degradation, or fragmentation, nor would it introduce new disturbances that could affect biological resources.

Accordingly, the Proposed Project would not have the potential to result in a substantial adverse effect on any special-status species.

Impact Determination: No Impact.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

Riparian habitats and other sensitive natural communities are typically associated with natural features such as streams, wetlands, or undisturbed native vegetation communities. The Proposed Project involves the permanent closure of an existing roadway segment within a fully developed urban

environment. The Proposed Project would not involve grading, excavation, vegetation removal, or any other ground-disturbing activities, and would not alter existing land use or site conditions.

Potential impacts to riparian habitat or sensitive natural communities would occur only if such resources were present and subject to disturbance or modification. The Project Site does not contain any waterways, riparian corridors, wetlands, or native vegetation communities, and the Proposed Project would not introduce any physical changes that could affect such resources. The roadway segment would remain in its existing condition, with the only change being the extension of the existing partial-day closure to a full-time closure.

Because the Proposed Project does not include any physical alteration of the environment and does not affect areas where riparian habitat or sensitive natural communities occur, there is no mechanism by which the Proposed Project could result in direct or indirect impacts to such resources.

Impact Designation: No Impact.

c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

State and federally protected wetlands are regulated under Section 404 of the CWA and the Porter-Cologne Water Quality Control Act, and include features such as marshes, vernal pools, and other waters of the United States or State. Impacts to such resources typically occur through activities such as grading, excavation, filling, or alterations to surface hydrology.

The Proposed Project consists of the permanent closure of an existing roadway segment within a fully developed urban environment. The Proposed Project does not include grading, excavation, filling, or any modification of drainage patterns or surface hydrology. The roadway segment would remain in its existing condition, and no physical alterations to the Project Site are proposed.

Because the Proposed Project does not involve any activities that could result in the removal, filling, or hydrologic modification of wetlands or other jurisdictional waters, there is no mechanism by which the Proposed Project could directly or indirectly affect such resources.

Impact Designation: No Impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Interference with wildlife movement or migration typically occurs where a project introduces new barriers, removes or fragments habitat, or increases disturbance in areas that support wildlife corridors or nursery sites. Such features are generally associated with natural or semi-natural landscapes that provide connectivity between habitat areas.

The Proposed Project consists of the permanent closure of an existing roadway segment within a fully developed urban environment. The Proposed Project would not involve construction, fencing, or other

physical barriers that would restrict wildlife movement, nor would it result in the removal or fragmentation of habitat. The roadway segment would remain in place, and the Proposed Project would not alter existing land use or introduce new sources of disturbance.

The Proposed Project would result in a change in traffic patterns by eliminating vehicular access on the roadway segment and redistributing traffic to surrounding streets. However, the surrounding roadway network consists of similarly developed urban streets characterized by existing vehicular traffic, buildings, and paved surfaces. These conditions do not support wildlife corridors or nursery habitat. The redistribution of traffic to adjacent roadways would occur within an already disturbed environment and would not introduce new or substantially increased barriers to wildlife movement.

In addition, the closure of the roadway segment to vehicular traffic would eliminate traffic on that segment, which could incrementally reduce disturbance in that location. Overall, the Proposed Project would not affect areas that provide habitat connectivity or support wildlife movement, and would not impede the use of nursery sites.

Because the Proposed Project does not introduce new barriers, does not affect habitat connectivity, and would not alter conditions in a manner that could interfere with wildlife movement, there is no mechanism by which the Proposed Project could substantially interfere with the movement of native resident or migratory species or wildlife corridors.

Impact Determination: No Impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Local policies and ordinances protecting biological resources, such as tree preservation ordinances, typically regulate activities including the removal, trimming, or disturbance of protected trees or other biological features. Conflicts with such policies generally occur when a project proposes actions that would remove or adversely affect protected biological resources.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not include construction activities, vegetation removal, or ground disturbance. The Proposed Project would not involve the removal, trimming, or modification of trees or other vegetation, including any trees that may be subject to local protection ordinances.

Because the Proposed Project does not propose any activities that would affect biological resources subject to local policies or ordinances, there is no mechanism by which the Proposed Project could conflict with such regulations. The existing landscaped and developed condition of the Project Site would remain unchanged.

Impact Designation: No Impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

HCPs, NCCPs, and other conservation plans are typically adopted to protect sensitive species and habitats within defined geographic areas and apply to projects that involve development or activities affecting natural resources or habitat areas.

The Proposed Project consists of the permanent closure of an existing roadway segment within a fully developed urban environment. The Proposed Project would not involve ground disturbance, construction, or modification of habitat, and would not result in changes to land use or biological conditions.

The Project Site is not located within an area subject to an adopted HCP or NCCP, and the Proposed Project does not involve activities that would affect biological resources or habitat that could be subject to such plans. Because the Proposed Project does not involve habitat disturbance or modification, there is no mechanism by which it could conflict with the provisions of any HCP.

Impact Determination: No Impact.

3.5 Cultural Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 14 CCR § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in 14 CCR § 15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

3.5.1 Regulatory Setting

Federal and State

Cultural resources are protected under federal and State laws that require consideration of potential impacts to historical and archaeological resources. Under CEQA, public agencies must evaluate whether a project may cause a substantial adverse change in the significance of a cultural resource. Cultural resources include buildings, sites, structures, objects, or districts that may have historical, archaeological, cultural, or scientific significance (PRC § 21084.1; 14 CCR § 15064.5).

A historical resource is defined as a resource listed in, or determined eligible for listing in, the California Register of Historical Resources. Resources may be considered significant if they are associated with important historical events or persons, embody distinctive characteristics, or have the potential to yield important information about prehistory or history.

CEQA also recognizes “unique archaeological resources,” which include archaeological sites that can provide important scientific or historical information. If a project would cause a substantial adverse change to a historical resource or unique archaeological resource—such as through demolition, destruction, or alteration—it may result in a significant environmental impact (PRC § 21083.2; 14 CCR § 15064.5)

City of Hollister Municipal Code

The City’s Municipal Code includes provisions for the protection of cultural resources. Chapter 15.16 (Historic Resources) establishes policies to preserve the City’s historical and cultural heritage and

provides for the identification and protection of historic resources. In addition, Section 17.16.030 requires that if archaeological or historical resources are encountered during construction activities, work must be halted and the resource evaluated by a qualified professional, with appropriate treatment implemented in accordance with applicable regulations.

3.5.2 Environmental Setting

Existing Environment

The cultural resources setting for the Proposed Project area reflects the urbanized context of the City and the presence of nearby historic resources, including the Monterey Street Historic District. The Monterey Street Historic District is a designated historic residential neighborhood located in the City of Hollister, generally extending along Monterey Street and intersecting streets between Fifth and B Streets (City n.d.[a]). The District comprises approximately 252 buildings, of which a substantial majority (188) are considered contributing to its historic character (City n.d [b].). Development within the District occurred primarily between approximately 1875 and 1941, reflecting Hollister's growth during the late nineteenth and early twentieth centuries (City n.d.[a]).

The District is characterized by predominantly residential land uses, including single-family homes, accessory structures such as garages, and a limited number of institutional uses such as churches and a former medical facility (City n.d.[a]). Buildings are typically one to two stories in height and exhibit a range of architectural styles common to the period of significance, including Queen Anne, Craftsman, and other late nineteenth- and early twentieth-century styles (City n.d.[a]). The neighborhood retains a high degree of integrity, with consistent setbacks, mature street trees, and a cohesive street grid pattern contributing to its historic character (City n.d.[a]).

The District is bound by areas of differing land uses, including government offices to the north, commercial development to the east, parkland and post–World War II residential areas to the west, and institutional uses, including Hollister High School, to the south (City n.d.[b]). Although located in proximity to the Project Site, the District is separated by intervening urban development and is outside the Proposed Project footprint (City n.d.[b]).

The Project Site is located within a previously disturbed roadway corridor that has been subject to grading, paving, and utility installation. No buildings or structures are located within the Proposed Project footprint, and the Project Site does not exhibit characteristics typically associated with historical resources, such as age, architectural distinction, or known historical associations. The urbanized and previously disturbed nature of the Project Site also reduces the potential for intact archaeological resources within the Proposed Project area.

Prehistory

The Project Site is located within the traditional territory of the Amah Mutsun Tribal Band, whose ancestral territory includes portions of present-day San Benito County. The Mutsun language is part of the Ohlone, or Costanoan, language family. Indigenous Mutsun Ohlone people have inhabited the Central Coast region for thousands of years, with the Mutsun Tribal Foundation describing Mutsun

Ohlone presence in the region for more than 12,500 years. These groups lived in small, autonomous communities and relied on a combination of hunting, gathering, and trade to support their subsistence. (Amah Mutsun Land Trust 2026, California Language Archive 2026, Mutsun Tribal Foundation 2026)

Historic Overview

The modern City of Hollister developed in the late nineteenth century following American settlement of the area. Colonel W.W. Hollister acquired large landholdings in the region, and the San Justo Homestead Association subsequently subdivided the land to establish the town of Hollister in the early 1870s. The original townsite included homestead lots in what is now the downtown area. Continued growth was supported by regional transportation and agricultural development, and Hollister became the County seat and a local economic center (City n.d.[b]).

3.5.3 Impact Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to 14 CCR § 15064.5?

Implementation of the Proposed Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5. The Proposed Project consists solely of converting an existing time-restricted roadway closure—currently in effect between 7:00 a.m. and 7:00 p.m. on school days and during certain school events—to a full-time closure to through vehicular traffic, including nighttime hours and weekends. The Proposed Project does not involve construction, grading, demolition, relocation, or alteration of any structures or built environment features.

While the Proposed Project may involve the continued use or minor maintenance of existing traffic control infrastructure (e.g., automated gates, barriers, and signage), no expansion or physical modification of these features is proposed. As such, the Proposed Project would not result in any physical change to a historical resource or its immediate surroundings that could impair its significance. In addition, the Proposed Project would not alter access in a manner that would adversely affect the use, integrity, or setting of any known historical resource.

Because the Proposed Project does not include any activities that could directly or indirectly cause a substantial adverse change in the significance of a historical resource, no impact would occur. Therefore, no further analysis is required.

Impact Designation: No Impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 14 CCR § 15064.5?

Implementation of the Proposed Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5. The Proposed Project consists solely of converting an existing time-restricted roadway closure—currently in effect between 7:00 a.m. and 7:00 p.m. on school days—to a full-time closure to through vehicular traffic, including

nighttime hours and weekends. The Proposed Project does not include construction, grading, excavation, or any other ground-disturbing activities.

Although the Proposed Project may involve the continued use or minor maintenance of existing traffic control infrastructure (e.g., automated gates, barriers, and signage), no installation of new infrastructure or subsurface disturbance is proposed. Because archaeological resources are typically impacted through ground disturbance, and the Proposed Project would not involve any such activities, there is no mechanism by which archaeological resources could be affected.

Therefore, the Proposed Project would not result in a substantial adverse change in the significance of an archaeological resource. No impact would occur, and no further analysis is required.

Impact Designation: No Impact.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Implementation of the Proposed Project would not disturb any human remains, including those interred outside of dedicated cemeteries. The Proposed Project consists solely of converting an existing time-restricted roadway closure—currently in effect between 7:00 a.m. and 7:00 p.m. on school days and during certain school events—to a full-time closure to through vehicular traffic, including nighttime hours and weekends. The Proposed Project does not include construction, excavation, grading, or any other ground-disturbing activities.

While the Proposed Project may involve the continued use or minor maintenance of existing traffic control infrastructure (e.g., automated gates, barriers, and signage), no installation of new infrastructure or subsurface disturbance is proposed. Because disturbance of human remains typically occurs as a result of ground-disturbing activities, and no such activities are proposed, there is no mechanism by which human remains could be encountered or disturbed.

Therefore, no impact would occur, and no further analysis is required.

Impact Designation: No Impact.

3.6 Energy

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Proposed Project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

3.6.1 Regulatory Setting

State

California's electricity grid is transitioning to renewable energy under the Renewables Portfolio Standard (RPS) program.[30] Renewable sources of electricity include biomass, geothermal, hydroelectric, solar, and wind. Electricity production from renewable sources is generally considered carbon neutral.

State Executive Order (EO) S-14-08,[31] signed in November 2008, required retail sellers of electricity to serve 33 percent of their load with renewable power by the year 2020. Senate Bill (SB) 350 was signed into law in 2015 and mandated a 50 percent RPS by 2030. In 2018, SB 100 was signed, raising California's renewable resources target to 60 percent by December 31, 2030, and requiring 100 percent of the State's electricity be generated by carbon-free resources by 2045. Under SB 100, California cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free resource target[32].

California Green Building Standards Code

The California Green Building Standards Code[33] (CALGreen; Title 24, Part 11 of the CCRs) was developed by the California Energy Commission (CEC) and applies to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential, commercial, and public-school buildings.

[30] California Energy Commission, Renewable Portfolios Standard

[31] California, Office of the Governor, EO S-14-08

[32] California SB 100, California Renewables Portfolio Standard Program: emissions of greenhouse gases

[33] CALGreen 2025 (2025 California Green Building Standards Code, Title 24, Part 11)

CALGreen is updated every 3 years, with the 2025 update becoming effective January 1, 2026. The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings utilizing building concepts that have a positive environmental impact and encourage sustainable construction practices in the following categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) environmental quality. The CEC's long-term vision is that future updates to the California Energy Code will support zero-net energy for all new single-family and low-rise residential buildings by 2020 and new high-rise residential and non-residential buildings by 2030.

The 2025 CALGreen update includes numerous revisions to Chapter 5 (Nonresidential Mandatory Measures). Section 5.106.5.3[34] pertains to electric vehicle (EV) charging and provides standards for the number of EV spaces that must be provided based on the total number of actual parking spaces. Additional technical requirements regarding the electrical load capacity, connection types, and other details are also provided in this section. Section 5.106.12.1[35] provides a new exception for surface parking areas to be covered with either photovoltaic (PV) shade structures or shade structures with specific roofing materials in lieu of shade tree plantings in whole or in part; a similar exception applies to hardscape areas in Section 5.106.12.3[36]. A new subsection, 5.504.4.7.1[37], has been added to provide compliance verification requirements for all thermal insulation materials meeting the pollutant emission limits.

3.6.2 Environmental Setting

The Project Site is located within a developed urban area of the City where energy demand is typical of institutional and residential land uses. Energy consumption in the Proposed Project vicinity is primarily associated with transportation (vehicular fuel use), street lighting, and operation of existing infrastructure such as automated gate systems along Nash Road. The roadway segment currently includes electric-powered gate mechanisms that operate during scheduled daily closures and for emergency access when activated. Surrounding land uses, including the Hollister High School campus and adjacent residential neighborhoods, rely on standard electrical and fuel energy sources provided through regional utility infrastructure. Existing energy consumption patterns are stable and reflect typical urban conditions, with no unusual or energy-intensive uses present within the Proposed Project area.

[34] CALGreen, Section 5.106.5.3, Electric Vehicle (EV) Charging [N]

[35] CALGreen, Section 5.106.12.1, Surface Parking Areas

[36] CALGreen, Section 5.106.12.3, Hardscape Areas

[37] CALGreen, Section 5.504.4.7.1, Verification of compliance

3.6.3 Impact Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The Proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. The Proposed Project does not include construction activities and therefore would not involve construction-related fuel use, equipment operation, or material transport. During operation, the Proposed Project would not introduce new energy-intensive infrastructure or land uses. Energy use associated with the Proposed Project would be limited to the continued operation of existing automated gate systems, with a potential incremental increase in electricity consumption due to additional gate activations for emergency access under a 24-hour closure scenario. This increase would be minor and would not represent inefficient or wasteful energy use, as gate operations are directly tied to safety and emergency response functions.

Overall, the Proposed Project would not result in substantial or wasteful energy consumption, and impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

The Proposed Project would not conflict with or obstruct State or local plans for renewable energy or energy efficiency. The Proposed Project does not involve new construction, building systems, or operational features that would be subject to or inconsistent with Title 24 energy efficiency standards or other regulatory requirements. Additionally, the Proposed Project does not introduce energy-intensive uses or infrastructure that would impede California's transition toward renewable energy sources under SB 100 or related policies.

The limited and necessary energy use associated with gate operations supports safety and access control functions and does not undermine broader energy conservation goals. Furthermore, because the Proposed Project does not substantially increase energy demand or alter energy infrastructure, it would remain consistent with applicable energy efficiency policies and would not interfere with implementation of State or local energy plans. Therefore, no impact would occur.

Impact Designation: No Impact.

3.7 Geology and Soils

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soils, as defined in Table 181-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 Regulatory Setting

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (PRC § 2621 et seq.)[38] establishes Earthquake Fault Zones along active faults in California. The Act is intended to reduce the risk to life and property from surface fault rupture by prohibiting the construction of structures for human occupancy across the trace of active faults. For regulatory purposes, the California Geological Survey (CGS) defines an active fault as one that has experienced surface displacement within the Holocene epoch (approximately the last 11,000 years).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (PRC § 2690 et seq.)[39] requires CGS to identify and map areas susceptible to seismic hazards, including liquefaction and earthquake-induced landslides. The Act establishes Seismic Hazard Zones and requires site-specific geotechnical investigations for certain types of development projects within these zones.

Local

The City's General Plan includes policies related to public safety and the reduction of geologic and seismic hazards. These policies generally require consideration of geologic hazards in the planning and development of new structures and infrastructure, including compliance with applicable building codes and engineering standards.

3.7.2 Environmental Setting

The Project Site is located within a developed urban area in the City and consists of an existing roadway segment and adjacent developed school campus uses. The Project Site is fully improved with pavement and other urban infrastructure.

According to the Natural Resources Conservation Service (NRCS) Custom Soil Resource Report prepared for the Project Site (**Appendix C**), the Proposed Project area is mapped as Sorrento silty clay loam, 0 to 2 percent slopes. The mapped soil unit occurs on alluvial plains and has nearly level topography. NRCS identifies the map unit as well drained, with low runoff, no frequency of flooding, and no frequency of ponding. The report also notes that the mapped soil is classified as prime farmland if irrigated, however the Project Site is fully developed and not used for agricultural purposes.

[38] Alquist-Priolo Earthquake Fault Zoning Act of 1972

[39] DOC, California Seismic Hazard Zones

Seismicity

The Project Site is located within a seismically active region of central California associated with the San Andreas Fault system. The Calaveras Fault, a major active right-lateral strike-slip fault, extends through the Hollister area and is part of the broader San Andreas Fault system, which accommodates regional tectonic movement.

According to CGS, portions of the Proposed Project area, including Nash Road, are located within an Alquist-Priolo Earthquake Fault Zone (Earthquake Fault Zone) associated with the Calaveras Fault (CGS 2026). These zones are established to regulate development near active faults that have the potential for surface rupture.

The Project Site is not located within a State-designated Seismic Hazard Zone for liquefaction or earthquake-induced landslides as mapped by CGS under the Seismic Hazards Mapping Act (CGS 2026).

Paleontological Resources

The Project Site is underlain by alluvial deposits associated with valley floor and floodplain environments. Such deposits can, in some cases, contain paleontological resources; however, the sensitivity of these materials is generally considered low to moderate depending on the age and depositional context. The Project Site is located within a fully developed urban environment and has been subject to prior grading and disturbance associated with roadway and campus development, which reduces the likelihood that intact paleontological resources are present within shallow subsurface soils.

3.7.3 Impact Discussion

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Surface fault rupture hazards are associated with active faults mapped within Alquist-Priolo Earthquake Fault Zones, which regulate development near faults capable of surface displacement.

The Project Site is located within an Alquist-Priolo Earthquake Fault Zone associated with the Calaveras Fault. However, the Proposed Project consists of the permanent closure of an existing roadway segment and does not involve construction, excavation, or the placement of structures for human occupancy.

The Proposed Project would not result in ground disturbance or introduce new structures that could be exposed to fault rupture hazards. Although the Proposed Project would result in a redistribution of traffic to adjacent streets, this change in circulation would not affect geologic conditions or exposure to surface fault rupture.

Because the Proposed Project does not involve construction or ground disturbance, there is no mechanism by which the Proposed Project could directly or indirectly expose people or structures to rupture of a known earthquake fault.

Impact Determination: No Impact.

ii) Strong seismic ground shaking?

Strong seismic ground shaking is a regional hazard associated with earthquakes along active faults and may affect the Project Site due to its location within a seismically active region.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not involve construction, excavation, or the placement of new structures. The Proposed Project would not increase the number of people or structures exposed to seismic hazards and would not alter existing conditions of the Project Site.

The Proposed Project would result in a redistribution of traffic within the existing roadway network. However, this change in traffic patterns would not increase exposure to seismic ground shaking, as all affected roadways are existing facilities already subject to regional seismic conditions.

Because the Proposed Project does not introduce new development or increase exposure to seismic hazards, it would not result in a substantial increase in risk associated with strong ground shaking.

Impact Designation: No Impact.

iii) Seismic-related ground failure, including liquefaction?

Seismic-related ground failure, including liquefaction, occurs when saturated soils lose strength during seismic shaking. The Project Site is not located within a State-designated Seismic Hazard Zone for liquefaction or earthquake-induced landslides as mapped by CGS.

The Proposed Project does not involve grading, excavation, or construction activities that could alter subsurface conditions or affect soil behavior. In addition, the Proposed Project would not introduce new structural loads that could be subject to damage from ground failure.

The Proposed Project would result in a redistribution of traffic to adjacent streets within the existing circulation network. This change would not affect subsurface soil conditions or increase the potential for seismic-related ground failure.

Because the Proposed Project would not disturb soils, alter groundwater conditions, or introduce new structures, there is no mechanism by which it could result in seismic-related ground failure, including liquefaction.

Impact Designation: No Impact.

iv) Landslides?

Landslides typically occur in areas with steep slopes, unstable geologic conditions, or where grading or excavation alters slope stability.

The Proposed Project is located within a developed, relatively flat urban environment and does not involve grading, excavation, or any modification of slopes or subsurface conditions.

The Proposed Project would result in a redistribution of traffic to adjacent roadways. However, this change in traffic patterns would not affect topography, slope stability, or geologic conditions related to landslides.

Because the Project Site does not contain steep slopes and the Proposed Project does not involve activities that could destabilize slopes, there is no mechanism by which the Proposed Project could expose people or structures to landslide hazards.

Impact Designation: No Impact.

b) Result in substantial soil erosion or the loss of topsoil?

Soil erosion and loss of topsoil typically occur when ground-disturbing activities, such as grading, excavation, or vegetation removal, expose soils to wind or water.

The Proposed Project consists of the permanent closure of an existing roadway segment within a developed urban environment. The Project Site is fully improved with pavement and other urban infrastructure, and the Proposed Project does not involve grading, excavation, vegetation removal, or other activities that would expose soils.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. However, this change in traffic patterns would not disturb soils or alter conditions that could result in erosion or loss of topsoil.

Because the Proposed Project does not involve ground disturbance or the exposure of soils, it would not result in substantial soil erosion or the loss of topsoil.

Impact Designation: No Impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Geologic instability, including landslides, lateral spreading, subsidence, liquefaction, or collapse, can occur where soil or geologic conditions are inherently unstable or where site conditions are altered by grading, excavation, or the placement of structural loads.

The Project Site is located within a developed urban environment and is not located within a State-designated Seismic Hazard Zone for liquefaction or earthquake-induced landslides. In addition, the Project Site is relatively flat and does not contain slopes that would be susceptible to landslides.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not involve grading, excavation, or the placement of new structures. The Proposed Project would not alter subsurface conditions, groundwater conditions, or soil properties that influence stability, nor would it introduce new structural loads.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. However, this change in traffic patterns would not affect soil stability or increase the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse.

Because the Proposed Project does not involve ground disturbance, changes in loading, or modification of soil conditions, it would not cause soils to become unstable or result in geologic instability.

Impact Designation: No Impact.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are soils that shrink and swell with changes in moisture content, which can result in damage to foundations, slabs, and other structures.

According to the NRCS Custom Soil Resource Report for the Project Site (**Appendix C**), the mapped soil unit, Sorrento silty clay loam, has a linear extensibility rating of approximately 4.7 percent, which corresponds to a moderate shrink-swell potential. This indicates that soils in the Proposed Project area may exhibit some expansive characteristics.

The Proposed Project consists of the permanent closure of an existing roadway segment within a developed urban environment. The Proposed Project does not involve grading, excavation, or the construction of new structures that could be affected by expansive soil conditions. In addition, the Proposed Project would not alter soil moisture conditions, introduce new structural loads, or modify the existing built environment in a manner that could increase risks associated with expansive soils.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. However, this change in traffic patterns would not affect soil properties or increase the potential for risks associated with expansive soils.

Although soils in the Proposed Project area have moderate shrink-swell potential, the Proposed Project does not involve activities that would create exposure to expansive soil hazards. Therefore, the Proposed Project would not create substantial direct or indirect risks to life or property related to expansive soils.

Impact Designation: No Impact.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Septic systems and alternative wastewater disposal systems rely on soil characteristics, such as permeability, drainage, and depth to groundwater, to adequately treat and disperse wastewater. Impacts may occur where soils are unsuitable for such systems and a project proposes their installation or use.

The Proposed Project consists of the permanent closure of an existing roadway segment within a developed urban environment. The Project Site is served by existing municipal infrastructure and does not involve the installation or use of septic systems or alternative wastewater disposal systems.

The Proposed Project would not alter soil conditions, groundwater conditions, or wastewater infrastructure. In addition, the Proposed Project would result in a redistribution of traffic within the existing roadway network, which would not affect wastewater treatment or disposal.

Because the Proposed Project does not involve the use of septic systems or alternative wastewater disposal systems, soil suitability for such systems is not relevant, and the Proposed Project would not result in impacts related to septic system performance.

Impact Designation: No Impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological resources and unique geologic features may be impacted where ground-disturbing activities, such as grading or excavation, occur and expose previously buried geologic materials.

The Proposed Project consists of the permanent closure of an existing roadway segment within a developed urban environment. The Project Site is fully improved with pavement and urban infrastructure, and the Proposed Project does not involve grading, excavation, or other ground-disturbing activities.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. However, this change in traffic patterns would not disturb subsurface conditions or affect geologic materials.

Because the Proposed Project does not involve ground disturbance or exposure of subsurface materials, it would not result in the destruction of paleontological resources or unique geologic features.

Impact Designation: No Impact.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

3.8.1 Regulatory Setting

Federal

The following are federal legislation, court cases, and standards implemented at a federal level.

Supreme Court Ruling

In Carbon Dioxide is an Air Pollutant In Massachusetts et al. v. Environmental Protection Agency et al., 549 U.S. 497 (2007)[40], the Supreme Court of the United States ruled that carbon dioxide (CO_2) is an air pollutant as defined under the federal CAA and that the EPA has the authority to regulate GHG emissions. In 2010, the EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the federal CAA.

National Highway Traffic Safety Administration

Corporate Average Fuel Economy Standards

The National Highway Traffic Safety Administration regulates vehicle emissions through the Corporate Average Fuel Economy (CAFE) Standards. On April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the United States to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

[40] Massachusetts v. EPA, 549 U.S. 497 (2007)

State

The State of California has passed many regulations intended to reduce GHG emissions from the transportation sector, commercial and industrial facilities, and the general public. Governors have also signed EOs, with which State entities must comply but which remain goals and recommendations for other jurisdictions until and unless they are signed into law.

Statewide GHG emission targets and plans to reduce GHG emissions in California have been the focus of the State government for nearly two decades. GHG emission targets established by the State Legislature include reducing Statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006[41]) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016[42]). EO S-3-05[43], signed by former Governor Arnold Schwarzenegger, calls for Statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279[44], which codifies a goal for carbon neutrality and the reduction of emissions by 85 percent below 1990 levels by 2045. These targets are consistent with internationally recognized scientific thresholds to limit global warming to well below 2 degrees Celsius (3.6 degrees Fahrenheit) above pre-industrial levels and to pursue efforts to limit warming to 1.5 degrees Celsius (2.7 degrees Fahrenheit)[45].

On December 16, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality*[46] (2022 Scoping Plan), which traces the State's pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals. The State has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel-powered on-road vehicles than the EPA standards. In addition, the program's Zero-Emission Vehicle (ZEV) regulation requires manufacturers to produce increasing numbers of battery electric, fuel cell, and plug-in hybrid electric vehicles, with CARB projecting that ZEVs would account for approximately 15 percent of new vehicle sales in

[41] AB 32 of 2006

[42] SB 32 of 2016

[43] EO S-3-05

[44] AB 1279

[45] Intergovernmental Panel on Climate Change (IPCC), 2018. *Global Warming of 1.5°C*

[46] CARB 2022 Scoping Plan for Achieving Carbon Neutrality

California by 2025[47]. In August 2022, CARB adopted the Advanced Clean Cars II program, which sets sales requirements for ZEVs to ultimately reach the goal of 100 percent ZEV sales in the State by 2035[48]

EO B-48-18[49], signed by former Governor Jerry Brown in January 2018, requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS)[50] in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel-based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment.

In addition to regulations addressing tailpipe emissions and transportation fuels, the State Legislature has enacted statutes to reduce VMT by on-road vehicles. Since the passage of SB 375 in 2008, CARB requires metropolitan planning organizations to develop and adopt sustainable communities strategies as a component of the federally prepared regional transportation plans to demonstrate how the region will achieve CARB-adopted GHG emission reduction targets from passenger cars and light-duty trucks in their respective regions for 2020 and 2035[51].These plans link land use and housing allocation to transportation planning and related mobile-source emissions.

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011[52]); 44 percent by 2024 (SB 100 of 2018[53]); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (SB 100 of 2018); 90 percent by 2035 (SB 1020 of 2022[54]); 95 percent by 2040 (SB 1020 of 2022); and 100 percent by 2045 (SB 100 of 2018). By 2035, 100 percent of electricity procured by State agencies shall be from renewables (SB 1020 of 2022).

Building Energy Efficiency Standards (CCR Title 24, Part 6)

Energy consumption in new residential and nonresidential buildings in California is regulated by the Building Energy Efficiency Standards (Title 24, Part 6), adopted by the CEC. These standards were first established in 1978 in response to legislative direction to reduce Statewide energy consumption

[47] CARB Advanced Clean Cars Summary

[48] CARB Advanced Clean Cars II

[49] EO B-48-18

[50] CARB Low Carbon Fuel Standard Program Overview

[51] CARB 2018 Progress Report: California's Sustainable Communities and Climate Protection Act

[52] SB X1-2 of 2011

[53] SB 100 of 2018

[54] SB 1020 of 2022

and are updated on a triennial basis to incorporate technological advancements and improve energy performance.

The 2025 Building Energy Efficiency Standards (2025 Energy Code)[55] were adopted in 2024 and became effective on January 1, 2026, superseding the 2022 standards. The 2025 Energy Code builds upon prior updates by further advancing building electrification, improving heat pump performance requirements, expanding solar PV and battery storage provisions, and strengthening requirements for energy-efficient building envelopes and ventilation systems. These updates are intended to reduce building energy demand, support grid reliability, and further decrease GHG emissions associated with building operations.

The preceding 2022 Energy Code[56], which became effective January 1, 2023, introduced requirements encouraging electric-ready construction, expanded PV and battery storage standards, and enhanced ventilation requirements to improve indoor air quality. The CEC estimated that implementation of the 2022 Energy Code would result in approximately $1.5 billion in consumer benefits and reduce approximately 10 million metric tons of GHG emissions over a 30-year period (CEC 2023; CEC 2025).

California Green Building Standards

CALGreen is adopted and maintained by the California Building Standards Commission and establishes mandatory green building standards for residential and nonresidential construction Statewide. CALGreen is updated every three years in coordination with other Title 24 code updates and includes both mandatory measures and voluntary “Tier 1” and “Tier 2” reach standards that jurisdictions may adopt.

The 2025 CALGreen Code was adopted in 2024 and became effective on January 1, 2026, replacing the 2022 CALGreen Code. The 2025 CALGreen Code continues to strengthen requirements related to EV charging infrastructure, water efficiency, construction waste reduction, and material conservation. It also supports Statewide climate goals by promoting all-electric building design readiness, enhanced indoor environmental quality, and reduced lifecycle environmental impacts of construction.

The 2022 CALGreen Code[57], effective January 1, 2023, strengthened provisions related to EV infrastructure, bicycle parking, water conservation, and material efficiency compared to the 2019 code cycle. CALGreen works in conjunction with the Energy Code (Title 24, Part 6) to reduce GHG emissions through improved building performance, reduced energy and water consumption, and increased sustainability in construction practices. Local jurisdictions may adopt more stringent CALGreen standards to further advance climate and sustainability objectives.

These codes are adopted by local agencies that enforce building codes and are used as guidelines by State agencies for meeting the requirements of EO B-18-12[58].

[55] 2025 Energy Code

[56] 2022 Energy Code

[57] CALGreen 2022 (2022 California Green Building Standards Code, Title 24, Part 11)

[58] EO B-18-12

Local

Monterey Bay Air Resources District Climate Change Guidelines

At the regional level, MBARD has not adopted a specific quantitative GHG emissions threshold for determining significance under CEQA. Instead, MBARD recommends evaluating GHG impacts based on consistency with applicable State climate goals and regulations, including AB 32, SB 32, and associated Scoping Plans developed by CARB[59]. These Statewide frameworks establish targets to reduce GHG emissions to 40 percent below 1990 levels by 2030 and emphasize strategies such as energy efficiency, electrification, renewable energy, and reductions in VMT.

At the regional level, MBARD supports implementation of these goals through programs that promote clean transportation, energy efficiency, and emissions reductions, recognizing the co-benefits of reducing fossil fuel consumption for both GHG and CAPs.

At the local level, San Benito County and the City implement State climate policies through land use planning, transportation planning, and sustainability initiatives, including efforts to support alternative transportation modes and reduce reliance on single-occupancy vehicles. While no standalone Climate Action Plan has been formally adopted for the Project Site, applicable plans and policies promote reductions in GHG emissions consistent with Statewide targets.

3.8.2 Environmental Setting

The Project Site currently generates GHG emissions associated with roadway travel and energy consumption.

3.8.3 Impact Discussion

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The Proposed Project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. The Proposed Project consists of the permanent closure of a short roadway segment and the redistribution of existing vehicular traffic to the surrounding roadway network. The Proposed Project would not induce population growth, increase development intensity, or generate new sources of emissions. Operationally, the redistribution of traffic is not expected to substantially increase VMT or result in a measurable increase in GHG emissions, as the surrounding roadway network would continue to operate within capacity. In addition, the elimination of vehicular traffic along Nash Road may result in a minor reduction in localized emissions. Construction-related GHG emissions associated with minor installation or modification of gates or signage would be temporary and negligible. Therefore, the Proposed Project would not generate significant GHG emissions, and impacts would be less than significant.

[59] Air Quality and Planning - Monterey Bay Air Resources District

Impact Designation: Less-Than-Significant Impact.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

The Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The Proposed Project involves the permanent closure of a short roadway segment and redistribution of existing traffic, and would not result in increased development intensity, population growth, or a substantial increase in VMT. As such, the Proposed Project is consistent with Statewide GHG reduction goals established under AB 32, and the 2022 Scoping Plan, which emphasize reducing emissions through improved transportation efficiency and reduced reliance on fossil fuels. The Proposed Project would also be consistent with regional and local efforts to support efficient circulation and safe multimodal access. Because the Proposed Project would not interfere with implementation of any adopted GHG reduction strategies, impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or to the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the Project Project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

3.9.1 Regulatory Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous

material, per Title 22 of the CCRs,[60] is defined by California Health and Safety Code (HSC) § 25501(n)[61] as follows.

> "Hazardous material" means a material listed in paragraph (2) that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment, or a material specified in an ordinance adopted pursuant to paragraph (3).

Paragraph 2 of the HSC clarifies hazardous materials to include all of the following:

- A substance or product for which the manufacturer or producer is required to prepare a material safety data sheet pursuant to the Hazardous Substances Information and Training Act (Chapter 2.5 [commencing with § 6360] of Part 1 of Division 5 of the Labor Code) or pursuant to any applicable federal law or regulation.
- A substance listed as a radioactive material in Appendix B of Part 30 (commencing with Section 30.1) of Title 10 of the CFR, as maintained and updated by the Nuclear Regulatory Commission.
- A substance listed pursuant to Title 49 of the CFR.
- A substance listed in Section 339 of Title 8 of the CCR.
- A material listed as a hazardous waste, as defined by Sections 25115, 25117, and 25316.

Federal

The EPA provides leadership for environmental science, research education, and assessment across the United States. The EPA works with state and local agencies, Native American tribes, and other federal agencies including the U.S. Department of Transportation, the U.S. Department of Labor's Occupational Safety and Health Administration, and the National Institute of Health to develop and enforce regulations related to hazards.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA)[62] was enacted in 1976 as an amendment to the Solid Waste Disposal Act. The purpose of RCRA is to address municipal and industrial waste across the U.S. that is currently being disposed of. RCRA includes the following goals:

- To protect human health and the environment from the potential hazards of waste disposal;
- To conserve energy and natural resources;
- To reduce the amount of waste generated; and
- To ensure that wastes are managed in an environmentally sound manner.

[60] CCR § 66260.10, Definitions

[61] California HSC § 25501(n), "Hazardous material"

[62] RCRA Orientation Manual 2014, Resource Conservation and Recovery Act

RCRA enables the EPA to develop criteria for identifying hazardous waste and provides the EPA with the authority to regulate underground storage tanks. The EPA develops guidance documents advising how to comply with various hazardous waste regulations and provides an interpretation of RCRA requirements. The EPA is also charged with making policy statements that serve to provide standard operating procedures for how to implement RCRA programs.

Subtitle C of RCRA established a cradle to grave process for managing hazardous waste. These regulations were developed by the EPA to specify the way hazardous waste is generated, transported, treated, stored, and disposed of. The EPA requires individual states to develop their own permitting program and ensure the program meets the minimum federal criteria under Subtitle C. If the state's program is at least as stringent as the federal program, the EPA will grant authority to the state to implement their own program in lieu of the federal program.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted by the U.S. Congress in 1980. CERCLA, most often referred to as the Superfund, created a tax on the chemical and petroleum industries but also gave the federal government the authority to directly respond to potential or actual releases that could endanger human health or the environment. Importantly, CERCLA "established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified."[63]

CERCLA enables the federal government to respond with both short- and long-term actions; short-term removals are implemented when a potential or actual release requires a swift response. Long-term actions are those that respond to situations that, while serious, are not immediately life threatening. Long-term actions require responses that provide permanent results to significantly reduce the related dangers caused by hazardous materials. Regardless of the type of response, CERCLA also provides both the funds and the authority for the EPA to respond to and clean up contaminated sites, particularly when no responsible party can be identified.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (TSCA) became effective January 1, 1977, and grants the EPA the authority to require reporting, record keeping, and testing requirements as well as restrictions related to chemical substances and mixtures. TSCA excludes some items including food, drugs, cosmetics, and pesticides but does address polychlorinated biphenyls, asbestos, radon, and lead-based paint.[64]

[63] EPA, Superfund: CERCLA Overview

[64] Toxic Substances Control Act

Federal Insecticide, Fungicide, and Rodenticide Act

The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) regulates the registration, distribution, sale, use, and disposal of pesticides across the U.S. Most pesticides must be registered with the EPA which requires the pesticide to conform with specifications that ensure the product will not generally cause adverse effects to the environment. FIFRA is administered by the U.S. Food and Drug Administration and specifies labeling and packaging requirements as well as protection standards for workers who are exposed to pesticides in the workplace. Standards for commercial pesticide applicators are also established by the EPA.[65]

State

Cortese List

California Government Code § 65962.5[66] requires that the Department of Toxic Substances Control (DTSC), a division of the California Environmental Protection Agency, compile and update, at least annually, a list detailing important information about hazardous waste facilities and lands designated as or bordering hazardous waste properties. This inventory, commonly referred to as the Cortese List, provides detailed information about the locations and provides a method for various parties to comply with CEQA.

Envirostor

EnviroStor[67] is an online database maintained by DTSC for the purpose of tracking hazardous material incidents in California. The database lists facilities that process or transfer hazardous waste, have known contamination, or have possible contamination that warrants further investigation, including sites found on the Cortese List. The database includes federally designated, State response, military, school, and voluntary cleanup sites. Each entry in the database contains a report that includes information on the location and site type; site information such as the cleanup status, acreage, assessor's parcel number, agencies providing cleanup oversight, and other information about the location; a regulatory profile that lists past uses that caused contamination, potential contaminants of concern, and potential media affected; and a site history. EnviroStor also provides a running log of completed cleanup activities at a particular site including the date the activity concluded and any comments on the activity. Related documents are also easily accessible within the database as well as information regarding related sites. The California Office of Environmental Health Hazard Assessment also provides a mapping tool (CalEnviroScreen) via EnviroStor. CalEnviroScreen provides detailed information about air quality, drinking water contaminants, lead risk, and other indicators related to sensitive populations or socioeconomic factors.

[65] Federal Insecticide, Fungicide, and Rodenticide Act

[66] California Government Code § 65962.5, Article 6. Development Permits for Classes of Projects

[67] California Department of Toxic Substances Control, EnviroStor

GeoTracker

The State Water Resources Control Board (SWRCB) maintains an online database (GeoTracker)[68] to track sites that impact or have the potential to impact water quality in California. GeoTracker provides records about a variety of sites that require cleanup such as leaking underground storage tank sites, U.S. Department of War (Department of Defense) sites, and Cleanup Program sites. Records are also kept for unregulated projects related to irrigated lands, oil and gas production, operating permitted underground storage tanks, and land disposal sites).**Error! Bookmark not defined.**

GeoTracker allows a user to query a particular address and locate information about a site's regulatory profile and history. This includes the cleanup status, facility type, potential contaminants of concern, potential media of concern, designated groundwater beneficial uses, the respective Department of Water Resources groundwater sub-basin, and the California Water Service watershed name. Cleanup action reports, a log of regulatory activities with related notes and documentation, environmental data, site maps and documents, community involvement information, and environmental justice statistics are all posted on GeoTracker as well as information about related cases near a particular site.

Local

The Project Site is located within the jurisdiction of the City. The City regulates land use, public safety, and hazardous materials management through its General Plan, including the Safety Element, and through coordination with local emergency response agencies.

Emergency response, including hazardous materials incident response, is carried out by local agencies such as fire protection services, law enforcement, and emergency medical providers operating within the City. These agencies implement emergency response procedures consistent with local and regional emergency operations planning frameworks.

3.9.2 Environmental Setting

The Project Site consists of an existing segment of Nash Road within the City. The roadway is fully developed and paved.

The Project Site is located adjacent to and within the Hollister High School campus area, which has been subject to environmental investigation and regulatory oversight by DTSC[69]. Historically, the campus area was used for agricultural purposes prior to development as a high school.

Environmental investigations conducted at the campus identified the presence of lead in shallow soils in localized areas. These conditions were evaluated through a Preliminary Endangerment Assessment (included within the San Benito High School Modernization Project footnote) and subsequent investigation activities conducted under DTSC oversight.

[68] SWRCB, GeoTracker

[69] San Benito High School Modernization Project (60002648)

Remedial actions, including excavation and off-site disposal of lead-impacted soils, were implemented in accordance with DTSC-approved plans. The cleanup was completed, and DTSC issued a determination of No Further Action (NFA) for the site in March 2024.

3.9.3 Impact Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Proposed Project would not involve the routine use, storage, or disposal of hazardous materials. The Proposed Project consists of the permanent closure of an existing roadway segment and would not include construction, excavation, or land use changes that would introduce new hazardous materials.

The Proposed Project would alter travel patterns within the surrounding roadway network (**Appendix A**). Under existing conditions, the Nash Road segment is open to vehicular travel during evening and overnight hours, and vehicles traveling through the area, including those that may transport hazardous materials, could utilize this route. Under the Proposed Project, the roadway would be closed to through traffic on a 24-hour basis, and such vehicles would instead travel on alternate routes within the existing street network.

This change would not increase the overall transport, use, or disposal of hazardous materials in the area. Rather, it would redirect any existing transport activity away from the roadway segment adjacent to the high school campus. The alternate routes consist of existing urban roadways that currently accommodate vehicular traffic.

To the extent that hazardous materials transport currently occurs along the roadway segment, the Proposed Project could reduce the potential for such transport to occur directly adjacent to the school campus. However, the Proposed Project would not introduce new hazardous materials transport or increase the risk of hazardous materials exposure.

Because the Proposed Project does not involve hazardous materials use and would not increase the transport or risk associated with hazardous materials, it would not create a significant hazard to the public or the environment.

Impact Designation: No Impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hazards related to accidental release of hazardous materials typically occur where a project involves construction activities, ground disturbance that could encounter contaminated soils or groundwater, or the use, storage, or transport of hazardous materials in a manner that could result in accidental release.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not involve construction, excavation, or other ground-disturbing activities. The Proposed Project would not

include the use, storage, or handling of hazardous materials, nor would it introduce new infrastructure or operations that could result in accidental release.

The Proposed Project would alter traffic patterns within the surrounding roadway network by eliminating vehicular access along the roadway segment and redirecting traffic to adjacent streets. However, this change would not increase the overall volume of traffic or introduce new types of vehicles or materials into the area. Vehicles that may transport hazardous materials would continue to travel within the existing roadway network under current regulatory controls.

The potential for accidental release of hazardous materials from vehicle collisions or similar incidents would remain comparable to existing conditions and would not be increased by the Proposed Project. In addition, the removal of vehicular traffic from the closed roadway segment would eliminate the potential for vehicle-related incidents along that segment.

Because the Proposed Project does not introduce activities or conditions that would increase the likelihood of accidental release of hazardous materials, there is no mechanism by which the Proposed Project would create a significant hazard to the public or the environment.

Impact Designation: No Impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Proposed Project consists of the permanent closure of an existing roadway segment adjacent to the Hollister High School campus. The Proposed Project does not involve construction, industrial activities, or land uses that would emit hazardous emissions or require the use, storage, or handling of hazardous or acutely hazardous materials, substances, or waste.

The Proposed Project would result in a change in traffic patterns by eliminating vehicular travel along the roadway segment adjacent to the school and redirecting traffic to surrounding streets. The Proposed Project would not increase overall traffic volumes in the area or introduce new sources of hazardous emissions. To the extent that vehicles, including those that may transport hazardous materials, currently travel along the roadway segment during evening and overnight hours, the Proposed Project would redirect such traffic away from the immediate frontage of the school.

As a result, the Proposed Project would not introduce hazardous emissions or hazardous materials handling within one-quarter mile of the school. Rather, the Proposed Project would maintain existing conditions and could incrementally reduce potential exposure to vehicle-related emissions immediately adjacent to the campus.

Because the Proposed Project does not involve hazardous emissions or the handling of hazardous materials, there is no mechanism by which it could result in exposure of students or staff to such hazards.

Impact Designation: No Impact.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Government Code § 65962.5 (Cortese List) identifies sites with known or potential hazardous materials contamination. A project could result in a significant hazard if it is located on or near such a site and includes activities that would disturb contaminated soil or groundwater or otherwise create exposure pathways.

The Project Site consists of an existing segment of Nash Road and is fully developed with pavement and roadway infrastructure. The Project Site itself is not known to be included on a Cortese List database. However, the roadway is located within and adjacent to the Hollister High School campus area, which has been subject to environmental investigation and cleanup under the oversight of the California Department of Toxic Substances Control (DTSC). Environmental investigations identified localized lead-impacted soils, which were subsequently remediated through excavation and off-site disposal. DTSC issued a determination of NFA for the Project Site in March 2024.

The Proposed Project consists of the permanent closure of the roadway segment and does not involve grading, excavation, or other ground-disturbing activities. The Proposed Project would not disturb subsurface soils or groundwater and would not create new pathways for exposure to hazardous materials.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. However, this change in traffic patterns would not affect subsurface conditions or increase the potential for exposure to hazardous materials.

Because the Proposed Project does not involve ground disturbance or create exposure pathways, and because previously identified contamination in the adjacent campus area has been remediated and closed under DTSC oversight, the Proposed Project would be a Less Than Significant hazard to the public or the environment with respect to hazardous materials.

Impact Designation: Less-Than-Significant Impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles or a public airport or public use airport, would the Proposed Project result in a safety hazard or excessive noise for people residing or working in the project area?

The Proposed Project consists of the permanent closure of an existing roadway segment within a developed urban area associated with the Hollister High School campus. The Proposed Project does not involve the construction of new structures, changes in building height, or the introduction of land uses that would increase population exposure to airport-related hazards or noise.

The Proposed Project would not alter existing conditions related to airport operations, including flight paths, airspace, or aircraft activity. In addition, the Proposed Project would not increase the number of people residing or working in the area, nor would it change the type or intensity of land use. The closure

of the roadway would not affect aircraft safety zones, emergency landing areas, or airport-related operational considerations.

Because the Proposed Project does not involve new development or changes that could affect exposure to airport-related hazards or noise, there is no mechanism by which the Proposed Project would result in a safety hazard or excessive noise for people residing or working in the Proposed Project area.

Impact Designation: No Impact.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Emergency response and evacuation planning for the City is addressed through adopted planning documents, including the City's General Plan and its Safety Element. These plans are based on the use of the overall roadway network to provide multiple paths for emergency access and evacuation.

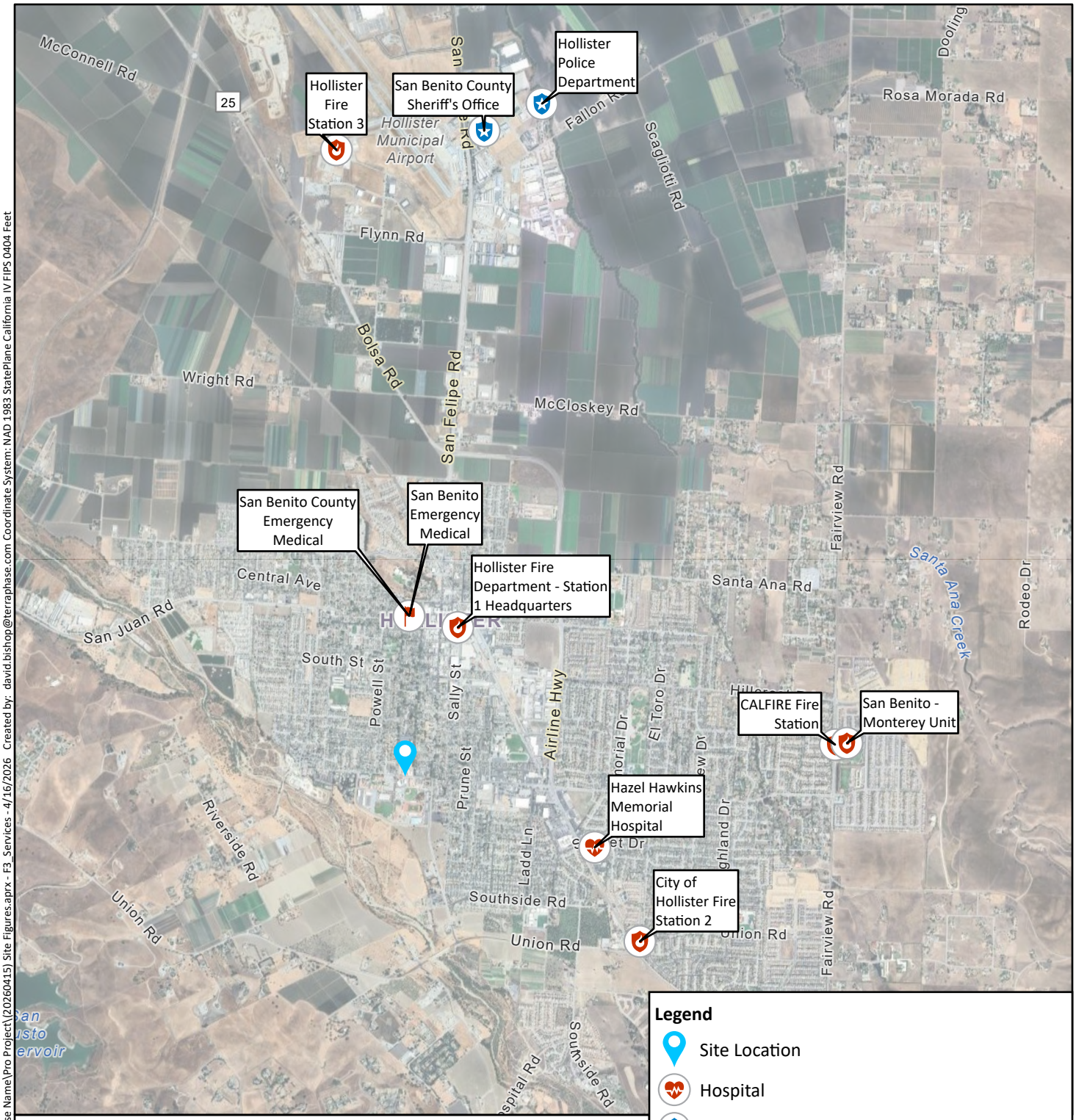
The Proposed Project consists of the permanent closure of a segment of Nash Road between Monterey Street and West Street. The Proposed Project would not remove roadways from the surrounding circulation network or eliminate access to developed areas. Adjacent roadways, including Monterey Street, West Street, and connecting local streets, would remain available and would continue to provide access for emergency response and evacuation.

As shown on **Figure 4**, emergency response services serving the Proposed Project area are distributed throughout the City, including multiple fire stations, law enforcement facilities, emergency medical service (EMS) providers, and a hospital located in different directions relative to the Project Site. These facilities are connected by an established roadway network that provides multiple available routes to and from the Proposed Project area.

The Proposed Project would modify traffic circulation by eliminating through travel on the Nash Road segment and redirecting vehicles to adjacent streets. However, these alternate routes are existing public roadways that currently accommodate traffic and are part of the circulation system relied upon for emergency response. The Proposed Project would not result in physical barriers that preclude emergency access to the school or surrounding properties.

Emergency service providers have indicated that a permanent closure of the roadway segment could affect response times. However, the Proposed Project would not eliminate access to the area or prevent emergency responders from reaching the Project Site using the surrounding roadway network. In addition, with implementation of **Mitigation Measure TRANSPORT-1** (Emergency Vehicle Gate Access), authorized emergency responders would have the ability to activate the gate and utilize the roadway segment when necessary.

Emergency planning documents emphasize system-wide preparedness and routing flexibility. The Proposed Project area is served by multiple emergency response facilities and connected roadways, and access to the Project Site would continue to be available from multiple directions.



0 2,000 4,000 8,000 Feet

1 inch = 4,000 feet

N

Legend

- Site Location
- Hospital
- Police
- Fire
- Emergency Services

Aerial Imagery Source: Google Earth

SAFETY FIRST

terraphase engineering

CLIENT:	Dannis Woliver Kelley
PROJECT:	San Benito HS District
PROJECT NUMBER:	0243.013ad.001

Emergency Responder Locations

FIGURE 4

File: N:\GIS\Prj\0243_DWK\013AD_SBHSD Litigation\xxx_Phase Name\Pro Project\(20260415) Site Figures.aprx - F3_Services - 4/16/2026 Created by: david.bishop@terraphase.com Coordinate System: NAD 1983 StatePlane California IV FIPS 0404 Feet

Because the Proposed Project would not eliminate access, remove critical roadway connections, or physically obstruct emergency response or evacuation routes, and because emergency access through the gated segment would be maintained for authorized responders, the Proposed Project would not impair implementation of an adopted emergency response or evacuation plan.

Impact Designation: Less-Than-Significant Impact with Mitigation.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Wildland fire hazards are typically associated with areas located within or adjacent to wildlands where flammable vegetation, topography, and weather conditions can contribute to fire ignition and spread.

The Project Site is located within a fully developed urban area of the City and is not situated within a wildland or wildland–urban interface area. The Project Site and surrounding area are characterized by urban development, including roadways, buildings, and managed landscaping, with limited presence of natural vegetation capable of supporting wildland fire spread.

The Proposed Project consists of the permanent closure of a segment of Nash Road and does not involve construction, vegetation removal, or changes to land use that would increase fire risk or alter fire behavior. The Proposed Project would not introduce ignition sources, increase fuel loads, or modify site conditions in a manner that would contribute to wildland fire hazards.

As shown on **Figure 4**, the Proposed Project area is served by multiple fire protection facilities within the City. These facilities are part of the City's established emergency response system and provide fire protection services to the Proposed Project area.

The Proposed Project would result in a redistribution of traffic to adjacent streets; however, this change in traffic patterns would not affect wildfire risk, fire behavior, or the potential for exposure to wildland fire hazards.

Because the Project Site is located in an urbanized area with limited wildland fire risk, and the Proposed Project would not introduce conditions that increase fire hazards or exposure, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Impact Designation: No Impact.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in a substantial erosion or siltation on- or offsite;	☐	☐	☐	☒
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 Regulatory Setting

Federal

The CWA is the primary federal law regulating water quality in the United States. The CWA establishes the basic structure for regulating discharges of pollutants into waters of the United States and

authorizes the EPA to implement pollution control programs. Under the CWA, the National Pollutant Discharge Elimination System permit program regulates point source discharges to surface waters.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program and prepares Flood Insurance Rate Maps (FIRMs), which identify areas subject to flooding, including Special Flood Hazard Areas.

State

At the State level, water quality is regulated under the Porter-Cologne Water Quality Control Act (California Water Code, Division 7), which establishes the SWRCB and Regional Water Quality Control Boards (RWQCBs).

The Project Site is located within the jurisdiction of the Central Coast Regional Water Quality Control Board (Region 3). The RWQCB implements the Water Quality Control Plan (Basin Plan) for the Central Coast Region, which designates beneficial uses for surface water and groundwater resources and establishes water quality objectives to protect those uses.

Discharges of waste that could affect waters of the State are subject to Waste Discharge Requirements (WDRs) issued by the RWQCB, unless covered under a general permit.

Local

The City regulates stormwater and drainage through its municipal codes and infrastructure systems. Stormwater runoff within the City is conveyed through an existing municipal storm drain system designed to manage urban runoff and protect water quality.

3.10.2 Environmental Setting

The Project Site consists of an existing segment of Nash Road located within a fully developed urban area of the City. The Project Site is fully improved with pavement and associated roadway infrastructure and does not contain natural hydrologic features.

Stormwater runoff from the Project Site is conveyed via the City's municipal storm drain system, which ultimately discharges to downstream receiving waters within the San Benito River watershed.

No natural streams, wetlands, or other surface water features occur within the Project Site.

According to FEMA FIRMs, the Project Site is located within Zone X, indicating minimal flood hazard (**Appendix D**).

3.10.3 Impact Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Water quality impacts typically occur when a project introduces pollutants to surface water or groundwater through activities such as grading, excavation, construction, or changes in land use that increase pollutant loading or alter drainage patterns.

The Proposed Project consists of the permanent closure of an existing segment of Nash Road within a fully developed urban area. The Project Site is fully paved and currently conveys stormwater runoff to the City's municipal storm drain system.

The Proposed Project does not involve grading, excavation, construction, or changes to drainage infrastructure. The Proposed Project would not introduce new pollutant sources, alter stormwater conveyance systems, or increase impervious surface area.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. This change in traffic patterns would not increase overall vehicle trips in the area or introduce new sources of pollutants but would instead redistribute existing traffic across the roadway network. As such, the Proposed Project would not result in a substantial change in pollutant loading to stormwater.

The Proposed Project would not result in discharges to surface waters or groundwater that would violate water quality standards or WDRs.

Because the Proposed Project does not involve ground disturbance, changes in land use, or modifications to stormwater infrastructure, it would not degrade surface water or groundwater quality.

Impact Designation: No Impact.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Proposed Project may impede sustainable groundwater management of the basin?

Groundwater supply and recharge impacts typically occur when a project significantly increases impervious surface area, extracts groundwater, or otherwise modifies conditions that affect aquifer recharge or basin-level water availability.

The Proposed Project consists of the permanent closure of an existing segment of Nash Road within a fully developed urban area. The Project Site is fully paved and currently conveys stormwater runoff to the City's municipal storm drain system.

The Proposed Project does not involve grading, excavation, construction, or modification of the existing storm drain infrastructure. Stormwater runoff from the Project Site would continue to be collected and conveyed through the same existing municipal storm drain system that currently serves Nash Road.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets within the existing circulation network. Pollutants associated with roadway use (e.g., vehicle-related residues such as oil, metals, and tire wear particles) are currently generated on Nash Road and conveyed via stormwater to the municipal system. Under the Proposed Project, these same vehicle trips would be redistributed to adjacent roadways that are also fully developed and connected to the same municipal storm drain system and downstream receiving waters.

Because the Proposed Project does not increase the number of vehicle trips, introduce new pollutant sources, or modify the drainage system, the total pollutant load generated within the local watershed would remain substantially the same. In addition, because runoff from both the existing roadway and the alternate routes is conveyed through the same stormwater collection system, the Proposed Project would not result in a change in the type, volume, or destination of stormwater discharges.

The Proposed Project would not result in discharges that would violate water quality standards or WDRs, nor would it degrade surface water or groundwater quality.

Impact Designation: No Impact.

c) Substantially alter the existing drainage pattern of the Project Site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or offsite?

Erosion and siltation typically occur when projects disturb soils or alter drainage patterns in a manner that mobilizes sediment.

The Proposed Project consists of the permanent closure of an existing paved roadway segment. The Proposed Project does not involve grading, excavation, or disturbance of soils. The existing roadway surface and underlying conditions would remain unchanged.

Stormwater runoff from the Project Site would continue to be conveyed via the existing municipal storm drain system. The Proposed Project would not modify drainage pathways or introduce exposed soils that could be subject to erosion.

The Proposed Project would result in a redistribution of traffic to adjacent roadways; however, this change would not affect soil conditions or drainage characteristics that could result in erosion or siltation.

Because the Proposed Project does not disturb soils or alter drainage patterns, it would not result in erosion or siltation on- or off-site.

Impact Determination: No Impact.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Surface runoff volumes and rates are primarily influenced by impervious surface area and drainage patterns.

The Proposed Project would not add or remove impervious surfaces, alter topography, or modify drainage infrastructure. The existing roadway would remain in place, and stormwater runoff from the Project Site would continue to be conveyed through the same municipal storm drain system.

Although traffic would be redistributed to adjacent roadways, those roadways are also fully developed and already contribute runoff to the same municipal drainage system. The redistribution of traffic would not change the amount of impervious surface area within the watershed or alter runoff generation.

Because the Proposed Project does not change impervious area, topography, or drainage systems, it would not increase the rate or amount of surface runoff or result in flooding.

Impact Designation: No Impact.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Storm drain capacity is affected by changes in runoff volume and flow rates, while polluted runoff is associated with the introduction or concentration of pollutants.

The Proposed Project would not modify the existing storm drain system, increase impervious surfaces, or alter drainage patterns. Stormwater runoff from the Project Site would continue to be conveyed through the same municipal storm drain infrastructure.

The Proposed Project would result in a redistribution of traffic from the closed roadway segment to adjacent streets. Pollutants associated with roadway use would continue to be generated within the same local watershed; however, these pollutants would be redistributed across adjacent roadways that are already designed to accommodate traffic and convey runoff through the same storm drain system.

Because the Proposed Project does not increase overall traffic volumes, modify drainage infrastructure, or change the receiving stormwater system, it would not increase runoff volumes or exceed the capacity of the existing storm drain system. In addition, because pollutant generation is redistributed rather than increased, the Proposed Project would not create substantial additional sources of polluted runoff.

Impact Designation: No Impact.

iv) Impede or redirect flood flows?

Flood flow impacts occur when projects introduce physical obstructions, alter topography, or modify drainage pathways in a manner that impedes or redirects floodwaters.

The Project Site is located within FEMA Flood Zone X, indicating minimal flood hazard. The Proposed Project does not involve construction, grading, or placement of structures that could obstruct or redirect flood flows.

The existing roadway would remain in place, and the Proposed Project would not introduce barriers, modify drainage infrastructure, or alter surface elevations.

The redistribution of traffic would not affect hydrologic conditions or flood flow behavior.

Because the Proposed Project does not introduce physical changes to the Project Site or drainage system, it would not impede or redirect flood flows.

Impact Designation: No Impact.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Risks associated with flooding, tsunami, or seiche hazards may occur where a project is located within an inundation zone and involves the use, storage, or disturbance of hazardous materials that could be released during a flood event.

The Project Site is located within FEMA Flood Zone X, indicating minimal flood hazard. The Project Site is not located within a tsunami hazard zone and is not in proximity to large, enclosed bodies of water that could generate seiche-related inundation. In addition, the site is located within a developed, relatively flat urban area with no conditions that would support mudflow.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not involve construction, excavation, or the storage or handling of hazardous materials. The Proposed Project would not introduce new pollutant sources or alter site conditions in a manner that would increase the potential for pollutant release.

The Proposed Project would result in a redistribution of traffic to adjacent roadways; however, this change would not affect flood risk, inundation potential, or the likelihood of pollutant release.

Because the Project Site is not located within areas subject to inundation hazards and the Proposed Project does not involve activities that could result in the release of pollutants, the Proposed Project would not expose people or the environment to risks associated with inundation-related pollutant release.

Impact Designation: No Impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Water quality control plans (basin plans) and sustainable groundwater management plans establish regulatory frameworks for protecting surface water and groundwater resources, including maintaining water quality, managing pollutant discharges, and regulating groundwater use.

The Project Site is located within the jurisdiction of the Central Coast RWQCB, which implements the water quality control plan for the Central Coast Region. In addition, groundwater resources in the region are managed under applicable Sustainable Groundwater Management Act requirements.

The Proposed Project consists of the permanent closure of an existing roadway segment and does not involve construction, grading, groundwater extraction, or the discharge of waste. The Proposed Project would not modify stormwater infrastructure, alter drainage patterns, or introduce new sources of pollutants that could affect water quality objectives established in the Basin Plan.

The Proposed Project would result in a redistribution of traffic from the roadway segment to adjacent streets; however, this redistribution would not increase overall pollutant loading within the watershed or alter the manner in which stormwater is collected and conveyed through the existing municipal storm drain system.

The Proposed Project would not involve groundwater pumping, recharge activities, or land use changes that would affect groundwater levels or interfere with groundwater management objectives.

Because the Proposed Project does not alter surface water quality conditions, groundwater use, or regulatory compliance mechanisms, it would not conflict with or obstruct implementation of an applicable water quality control plan or sustainable groundwater management plan.

Impact Designation: No Impact.

3.11 Land Use and Planning

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 Regulatory Setting

Local

The City's 2005 General Plan designates the Project Site as within a planning area. The Project Site is within an area zoned for low-density residential and the surrounding areas are designated for Public (school) land uses. The City is in the process of updating their General Plan which would encompass planning until the year 2040. The 2040 Draft Land Use Map indicates that the land uses and zoning in the vicinity of the Proposed Project would be designated as "public," "High Density Residential," "Low Density Residential," and "Medium Density Residential" (City 2026b).

3.11.2 Environmental Setting

Land uses within the vicinity of the Project Site include Hollister High School and its related facilities and low to high-density residential areas (City 2005). The Project Site itself is a part of the public right-of-way and provides access during nighttime hours (12 hours). Nash Road already remains closed during school hours and school facility operations.

3.11.3 Impact Discussion

a) Physically divide an established community?

The Proposed Project would include the closure of a road that is already closed during daytime hours. The road would allow emergency access for EMS, Fire, and Police access during the full permanent closure. The 2040 Draft Land Use Map reflects the land uses south of Nash Road to be "Public" (associated with Hollister High School Facilities) and designated as "Open Space," and those areas are not included in planned development areas identified within the 2005 and 2040 General Plans. Given that the closure of Nash Road would continue to support the safety of operations on the Hollister

Campus due to its daytime closure, the proposed nighttime closure would not further divide the residential communities to the north of the roadway as trips formerly taken on Nash Road would be redistributed throughout the other available roadways (**Appendix A**).

Accordingly, the Proposed Project would not physically divide an established community. Effects from the closure of the road would be less than significant. No further analysis is required.

Impact Designation: Less-than-Significant Impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Proposed Project consists of the continued closure of a segment of Nash Road and would not result in changes to land use designations, zoning, or development intensity. The Project would not induce growth or alter existing land use patterns.

Applicable plans and policies adopted for the purpose of avoiding or mitigating environmental effects include, but are not limited to, circulation and emergency access policies contained in the City General Plan. The Proposed Project would not conflict with such policies. Emergency access along the roadway segment would continue to be maintained through the existing Opticom-compatible preemption system currently utilized by the fire department. This system allows emergency responders to override the gate controls and access the roadway as needed. No issues or complaints regarding the operation of this system have been reported by emergency service providers.

Because the Proposed Project would maintain emergency access and would not interfere with the implementation of applicable plans or policies adopted for environmental protection, no conflict would occur.

Impact Designation: Less-than-Significant Impact.

3.12 Mineral Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 Regulatory Setting

State

Surface Mining and Reclamation Act (SMARA)

The Surface Mining and Reclamation Act of 1975 (PRC § 2710 et seq.)70 regulates mining activities and requires the reclamation of mined lands. SMARA also directs the State Geologist to classify land into Mineral Resource Zones (MRZs) based on the presence or potential presence of significant mineral resources. These classifications are used by state and local agencies to identify and conserve important mineral resource areas.

California Geological Survey (CGS)

The California Geological Survey, within the California Department of Conservation, provides information on the location and significance of mineral resources in the state. CGS prepares Mineral Resource Zone (MRZ) maps, which identify areas containing known or potential mineral resources of regional or statewide importance.

3.12.2 Environmental Setting

The Project Site consists of an existing segment of Nash Road located within a fully developed urban area of the City. The site and surrounding area are characterized by roadway infrastructure, residential development, and institutional uses associated with the Hollister High School campus.

[70] SMARA Statutes and Regulations (ca.gov)

According to the California Geological Survey (CGS), Mineral Resource Zone (MRZ) classifications identify areas containing known or potential mineral resources of regional or statewide significance. The Project Site is located within an urbanized area that is not currently used for mineral extraction and has been substantially disturbed by past development activities[71].

No active or known mineral resource extraction operations occur on the Project Site. In addition, the Project Site is not designated as an area of known mineral resource significance or an area used for mineral resource recovery under local planning documents.

3.12.3 Impact Discussion

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the State?

A significant impact would occur if a project resulted in the loss of availability of a known mineral resource of regional or statewide importance, such as through conversion of land that contains or is designated for mineral extraction.

The Project Site consists of an existing segment of Nash Road located within a fully developed urban area of the City. The site and surrounding area are developed with roadway infrastructure, residential uses, and institutional uses associated with the Hollister High School campus. There are no active or known mineral resource extraction operations on the Project Site.

The Proposed Project consists of the permanent closure of the roadway segment and does not involve construction, excavation, or changes in land use that would affect the availability of mineral resources. The Proposed Project would not convert land from a resource use to a non-resource use, nor would it preclude access to a known mineral resource.

Because the Project Site is already developed and not used or designated for mineral resource extraction, and because the Proposed Project would not alter land use or restrict access to mineral resources, it would not result in the loss of availability of a known mineral resource.

Impact Designation: No Impact.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

A significant impact would occur if a project results in the loss of availability of a locally important mineral resource recovery site identified in an applicable land use plan, such as a general plan or specific plan.

The Project Site consists of an existing segment of Nash Road located within a fully developed urban area of the City. The site and surrounding area are developed with roadway, residential, and institutional uses associated with the Hollister High School campus.

[71] CGS Mineral Land Classification

The Project Site is not designated as a locally important mineral resource recovery site in the City's General Plan or other applicable land use plans. No mineral resource extraction activities occur at the site or in the immediate vicinity.

The Proposed Project consists of the permanent closure of the roadway segment and does not involve changes in land use, excavation, or activities that would affect access to or availability of mineral resources. The Proposed Project would not convert land designated for mineral resource extraction to an incompatible use.

Because the Project Site is not designated as a locally important mineral resource recovery site and the Proposed Project would not alter land use or restrict access to such resources, it would not result in the loss of availability of a locally important mineral resource.

Impact Designation: No Impact.

3.13 Noise

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Generation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing in or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.13.1 Regulatory Setting

State

California Code of Regulations Title 5, § 14040(q): California Department of Education Standards for School Site Selection

Under 5 CCR § 14040,[72] California Department of Education (CDE) regulations require school districts to consider noise in the site selection process. As recommended by CDE guidance, if a school district is considering a school site near a freeway or other source of noise, it should hire an acoustical engineer to determine the level of sound that the site is exposed to and to assist in designing the school should that site be chosen.

California Building Code

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a general plan that includes a noise

[72] 5 CCR 14040, Determining Specific Allowable Operational Direct Costs

element which is to be prepared according to guidelines adopted by OPR. The purpose of the noise element is to "limit the exposure of the community to excessive noise levels."

CALGreen has requirements for insulation that affect exterior interior noise transmission for non-residential structures. Pursuant to CALGreen § 5.507.4.1, "Exterior Noise Transmission," an architectural acoustics study may be required when a project site is within a 65 a-weighted decibels (dBA) community noise equivalent level or day-night average sound level noise contour of an airport, freeway or expressway, railroad, industrial source, or fixed-guideway source. Where noise contours are not readily available, if buildings are exposed to a noise level of 65 dBA equivalent continuous sound pressure level during any hour of operation, specific wall and ceiling assembly and sound-rated windows may be necessary to reduce interior noise to acceptable levels.

Local

City of Hollister

Hollister General Plan (2005): Health and Safety Element Noise. The Health and Safety Element address the implementation of the California Noise Control Act of 1973. The General Plan includes specific goals and policies that aim to reduce or limit noise production and type based on compatible land uses. The nose Municipal Code contains thresholds for enforcement.

Goals outlined within the General Plan are as follows:

- GOAL Hs2.4 Access for Emergency Vehicles: Provide adequate access for emergency vehicles and equipment, including providing a second means of ingress and egress to all development.
- GOAL HS3 Vehicle Noise: Strive to reduce traffic noise levels, especially as they impact residential areas, and continue enforcement of vehicle noise standards through noise readings and enforcement actions. In particular, strive to minimize truck traffic in residential areas and ensure enforcement of Vehicle Code provisions which prohibit alteration of vehicular exhaust systems in a way that increases noise emissions
- GOAL HS3.1 Protection or Residential Areas from Unacceptable Noise Levels: Protect the noise environment in existing residential areas, requiring the evaluation of mitigation measures for projects under the following circumstances: (a) the project would cause the Ldn to increase 3 dB(A) or more; (b) any increase would result in an Ldn greater than 60 dB(A); (c) the Ldn already exceeds 60 dB(A); and (d) the project has the potential to generate significant adverse community response.

Hollister Municipal Code: Chapter 8.28, Noise[73]. The City's Municipal Code prohibits the creation of any unreasonably loud, disturbing and unnecessary noise in the City of Hollister. Specific unlawful acts are designated under Chapter 8.28 § 020.

[73] Chapter 8.28 NOISE

3.13.2 Environmental Setting

The Project Site is located in an area of Hollister characterized by open space and low and medium density housing (City of Hollister, 2005). Ambient noise levels are dominated by school-related activities, local traffic, and neighborhood uses. Sensitive receptors include students and staff at the school as well as residences near the Project Site to the northwest and east of Nash Road. South of the Project Site are Hollister High School facilities and athletic fields which are bordered by areas which are designated as "Open Space."

3.13.3 Impact Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Proposed Project would not include any construction or introduce any new noise sources. Given that Nash Road is already closed during daytime hours to support school safety and student access, vehicle traffic and noise is already rediverted to the surrounding roadways during daytime hours. The Proposed Project includes the permanent closure of Nash Road for the remaining 12 hours of the day which would redistribute the noise in the evening and nighttime to other roads in the vicinity of the Project Site. Given that the Proposed Project would include the permanent road closure to the public and only be utilized for emergency access it would be expected that noise levels in the area would decrease. **Appendix A** discusses the re-diversion of traffic and Level of Service for roadways within the vicinity of the Project Site. Ambient noise levels would be expected to minimally increase in the areas to the south as diversion of roadway traffic would contribute to the ambient noise environment within the open space designations. Given that the noise would be typical of roadway operations, the increase in ambient noise would not be in excess of noise ordinances or applicable standards. Therefore, there would be a less-than-significant impact.

Impact Designation: Less-Than-Significant Impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The Proposed Project does not include any construction and would not generate excessive groundborne vibration or groundborne noise. The Proposed Project would include the permanent road closure to the public for the remaining 12 hours of the day and would only be utilized for emergency access. Given this, it would be expected that noise levels from Nash Road would be redistributed to other roads within the vicinity of the Project Site. Ambient noise on Nash Road would decrease from night-time vehicular traffic, to be limited to noise produced by emergency access vehicles passing through Nash Road during the evening hours. The main source of noise after completion of the Proposed Project would consist of noise generated by sirens of emergency vehicles utilizing the roadway for emergency purposes. Given that this roadway is typically open to public traffic during latter 12 hours of the day, the noise would be expected to decrease or remain consistent with the typical noise generated from current operations of Nash Road. Therefore, there would be a less-than-significant impact.

Impact Designation: Less-Than-Significant Impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The nearest airport, Hollister Municipal Airport, is located approximately 3.0 miles northwest of the Project Site. The site is outside the airport's established Airport Influence Area and well beyond the 55 dBA CNEL noise impact zone identified in the Hollister Municipal Airport Land Use Compatibility Plan[74]. No private airstrips are located within 2 miles of the site. Therefore, the Proposed Project would not expose students, staff, or visitors to excessive noise levels associated with airport operations and no further analysis is required.

Impact Designation: No Impact.

[74] City of Hollister, 2012. Hollister Municipal Airport Land Use Compatibility Plan. Available online at Hollister, CA. Accessed April 17, 2026.

3.14 Population and Housing

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Induce substantial population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 Regulatory Setting

State

Statewide Housing Plan

The California Department of Housing and Community Development (HCD) is charged with preparing the *Statewide Housing Plan*. The most recent plan was published in March 2022, and has three objectives:

- Keep Californians in their homes;
- Produce more affordable and climate-smart housing; and
- Continue to act with urgency to address homelessness and housing need.

The *Statewide Housing Plan* is meant to guide housing policy at the local level and is pursuant to California HSC § 50423.[75]

3.14.2 Environmental Setting

The Project Site is located within the City in San Benito County. This area is characterized by residential neighborhoods and recreational fields associated with the Hollister High School campus. Population and housing patterns in the vicinity of the Proposed Project reflects of a mix of owner-occupied and rental units, consisting primarily of single-family residential units. According to the California Department of

[75] California HSC § 50423, Chapter 1.5. Statewide Housing Plan

Finance[76], the City has experienced steady population growth in recent years, consistent with regional trends in San Benito County.

3.14.3 Impact Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Proposed Project would not induce substantial unplanned population growth. The roadway does not function as a main arterial roadway and is fully developed with access gates for emergency services. Additionally, the Proposed Project would include no construction or physical alterations to Nash Road. Therefore, the Proposed Project would not directly or indirectly increase population growth in the area.

Impact Designation: No Impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Proposed Project is for the full closure of a road that is already closed for half of the day. This action would not create a need for any additional housing. Therefore, no impact would occur, and no further analysis is required.

Impact Designation: No Impact.

[76] Department of Finance - County Population and Housing Elements

3.15 Public Services

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

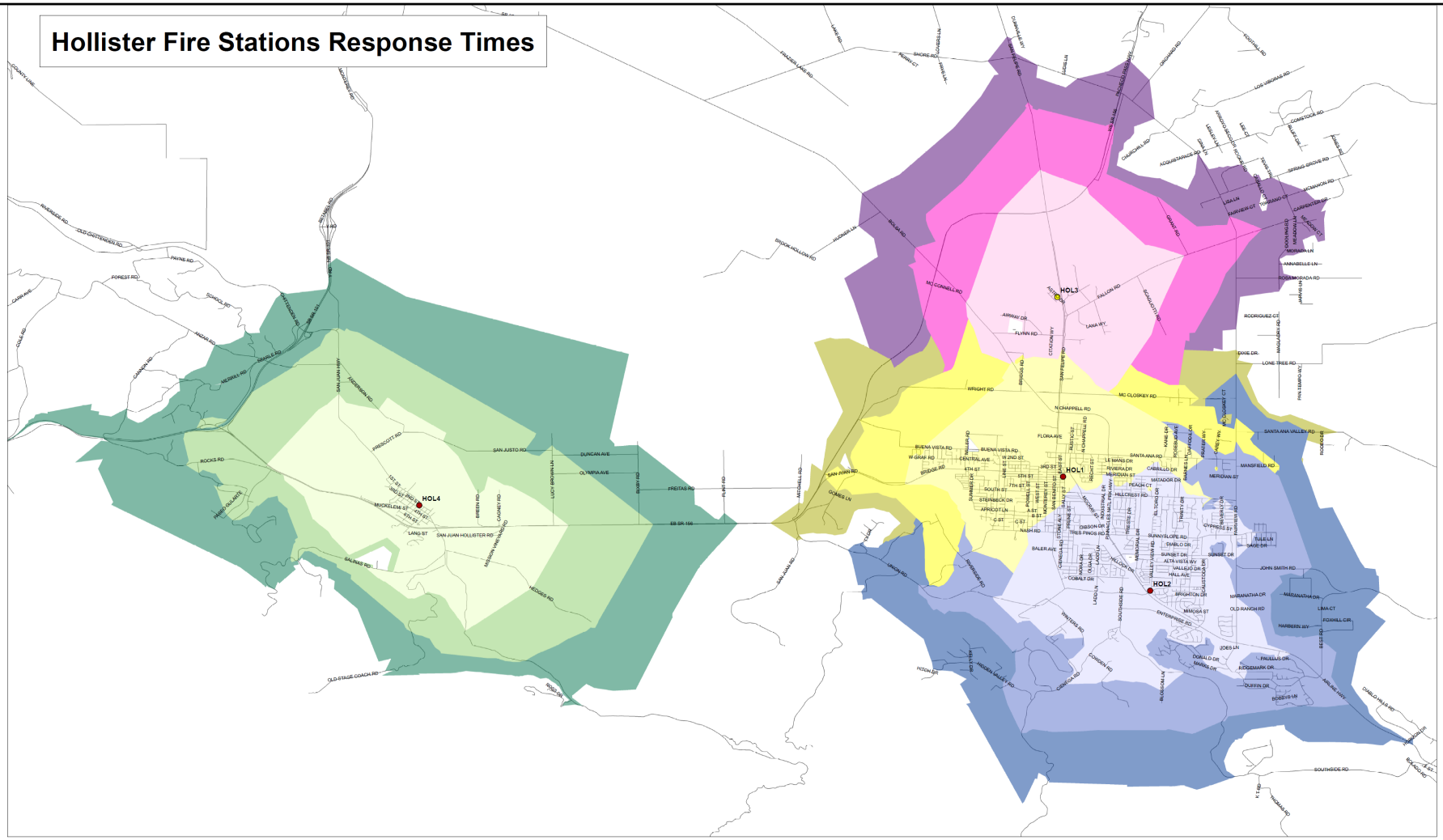
The Project Site is located within a developed urban area of the City and is currently served by existing public service providers, including police protection, fire protection, and EMS, public schools, parks, and other government facilities. Because the campus is located in a fully built-out urban environment with established service providers, all public services are currently available to the Project Site and surrounding community.

Fire Protection

Fire protection services and EMS for the Proposed Project area are provided by the Hollister Fire Department (HFD), which serves the City and surrounding areas through a network of fire stations and coordinated response resources. HFD operates multiple stations within the service area, including Station 1 (110 5th Street), which serves as department headquarters, Station 2 (2240 Valley View Drive), and Station 3 (2000 Aerostar Way), with additional regional support provided by Station 4 in San Juan Bautista (**Figure 5**) (HFD 2024). Station 4 was not included within **Figure 4** given the distance from the Project Site and its provision of regional fire services to rural areas of the City.

Fire station response times are dependent on the area in which the call is received. **Figure 5** presents these response times for stations1 through 4 via a graduated colors map.

Hollister Fire Stations Response Times



Station Response Time Boundaries

HOL1 : 0 - 4 | HOL2 : 0 - 4 | HOL3 : 0 - 4 | HOL4 : 0 - 4
HOL1 : 4 - 6 | HOL2 : 4 - 6 | HOL3 : 4 - 6 | HOL4 : 4 - 6
HOL1 : 6 - 8 | HOL2 : 6 - 8 | HOL3 : 6 - 8 | HOL4 : 6 - 8

Stations

- Existing

N

0 1 2 4 Miles

SAFETY FIRST

terraphase engineering

CLIENT:	Dannis Woliver Kelley
PROJECT:	San Benito HS District CEQA Litigation Support
PROJECT NUMBER:	0243.013ad.001

Fire Station Response Times

FIGURE 5

HFD provides fire suppression, emergency medical, rescue, and related emergency response services to the City. According to Battalion Chief Phil Rossi, the average response time departmentwide is approximately 08 minutes and 25 seconds. Emergency response to the vicinity of the Project Site would be handled by Station 1 (110 Fifth Street), as shown in **Figure5** (Rossi, Phil 2026).

Emergency response is provided by staffed engine companies operating from multiple stations throughout the service area. Call distribution indicates that Stations 1 and 2 handle the highest volume of incidents, reflecting their proximity to more developed urban areas (HFD 2024).

Emergency access to the Proposed Project vicinity is provided via the existing roadway network, which allows fire apparatus to respond from multiple station locations. The Proposed Project area is currently served under existing roadway conditions, including the daytime closure of Nash Road. HFD emergency access for Nash Road during daytime closures is maintained through a controlled access gate equipped with an emergency vehicle preemption system (e.g., Opticom), which allows HFD personnel to activate the gate during an emergency response. This system allows emergency vehicles to traverse Nash Road without taking an alternative route.

Emergency Medical Services

As discussed earlier, HFD provides EMS services in addition to fire suppression. Emergency medical calls comprise the majority of incidents handled by HFD. In 2024, HFD responded to approximately 5,144 total incidents, the majority of which were EMS calls (HFD 2024). According to Battalion Chief Phil Rossi, HFD strives to follow National Fire Protection Association 1710 standards; however, HFD does not currently meet those requirements due to staffing constraints (Rossi, Phil 2026).

San Benito County EMS also handles EMS-related calls and reports that the average response time of a unit depends on where the call is located. The zones for EMS are classified as: Urban, Rural, Remote, and Remote Wilderness. The response times within these locations vary but average approximately 10 minutes for urban, 30 minutes for rural, 60 minutes for wilderness, and 60 plus minutes for remote wilderness. Response time criteria is used for the standardization of calls and designates that units must respond to 90 percent of calls made (SBC 2023a).

Police Protection

Police protection services for the Proposed Project area are provided by the Hollister Police Department (HPD), which operates under a patrol-based service model with 24-hour coverage. The Patrol Division serves as the primary responder to calls for service and maintains three shifts (day, swing, and graveyard) to ensure continuous coverage and timely responses throughout the City. Day shift operations include traffic enforcement, school safety, and daytime service calls. The swing shift bridges the gap between day and graveyard shifts and manages peak activity hours for calls of services. The graveyard shift handles nighttime emergencies and conduct protective patrolling (HPD 2024). Current patrol routes are adjusted to the closure schedule of Nash Road.

Emergency dispatch services are provided through Santa Cruz Regional 9-1-1, which serves as the primary public safety answering point for the region and coordinates law enforcement response. In 2024, the dispatch system handled over 39,269 calls for service for the HPD, with Priority 1 (involving an

immediate threat to life or safety) call building times (the time from when a 9-1-1 call is answered to when an officer is assigned) averaging approximately 78 seconds. The standard for building calls for Priority 1 calls is 120 seconds (HPD 2024).

HPD responds to a wide range of service calls, including traffic collisions, suspicious activity, theft, and incidents requiring rapid response. Patrol operations include traffic stops, field contacts, and arrests, reflecting active enforcement and presence within the community. Additionally, HPD also provides animal control and code enforcement services (HPD 2024).

Police services in the Proposed Project vicinity are provided under existing roadway and circulation conditions, including the current daytime closure of Nash Road, with access to surrounding streets maintained through the local roadway network.

School Resource Officers

HPD maintains a School Resource Officer (SRO) program in partnership with local schools, including Hollister High School. The SRO is assigned to support campus safety and works collaboratively with school staff and San Benito County Juvenile Probation to maintain a safe learning environment. Responsibilities include responding to incidents on campus, conducting investigations, and coordinating with other law enforcement personnel as needed. The SRO program provides a consistent law enforcement presence at school facilities and supports overall public safety in the Proposed Project vicinity (HPD 2024).

Schools

The Proposed Project area is served by the San Benito High School District and the Hollister School District, which provide educational facilities for the City and surrounding communities. Schools in the vicinity include Hollister High School, which is located adjacent to the Nash Road corridor and serves a substantial student population within the City. The nearest Hollister School District schools are R.O. Hardin Elementary School, located 0.56 miles northwest of the Project Site, and Rancho San Justo Middle School located 0.43 miles northeast of the Project Site.

Educational facilities in the Proposed Project vicinity are supported by existing infrastructure, including local roadways, sidewalks, and circulation systems that provide access for students, staff, and service providers. School operations include regular student drop-off and pick-up activities.

Parks

City

Parks and recreational facilities serving the Proposed Project area are provided by the City of Hollister through a system of City-owned parks, joint-use school facilities, and County-operated recreational areas. The City of Hollister Park Facility Master Plan (2019) identifies a range of park types within the City, including pocket parks, neighborhood parks, community parks, and neighborhood/school parks developed through joint-use agreements with local school districts.

The City's park system includes approximately 84 acres of City-owned parkland and approximately 169 acres of total park and recreational land within City limits when including school district and County facilities (City 2018). Based on this inventory, the City provides approximately 2.3 acres of parkland per 1,000 residents based on City-owned facilities, and approximately 4.6 acres per 1,000 residents when joint-use and County facilities are included (City 2018).

County

Parks and recreational resources in the Proposed Project area are part of a broader, interconnected system of federal, State, county, and City facilities serving the Hollister area. San Benito County is characterized by access to large regional parklands, including Hollister Hills State Vehicular Recreation Area, Fremont Peak State Park, and other open space areas that provide opportunities for hiking, camping, off-road recreation, and nature appreciation. These regional resources are complemented by County- and City-owned parks, which together support both passive recreational uses, such as picnicking and trails, and active recreational uses, including organized sports and community events (SBC 2010).

Within and near the City, which represents the primary urban center in the County, recreational facilities are more concentrated and include neighborhood parks and sports complexes that serve local residents. County parks such as Veterans Memorial Park and the San Benito County Historical Park provide additional recreational opportunities, while nearby facilities like the San Justo Reservoir Recreation Area and Bolado Park offer larger, regional amenities within a short driving distance of the Proposed Project area. (SBC 2010). These combined resources ensure that the Proposed Project area is served by a diverse range of recreational facilities that support both local and regional users.

Proposed Project Area

Riverview Regional Park is a planned regional recreational facility located along the San Benito River corridor in the City, immediately adjacent to San Benito High School and in proximity to Nash Road. The park encompasses approximately 70 acres of land, including approximately 46.9 acres leased from the San Benito High School District, and is centrally located within the community near residential neighborhoods. The park is situated between the San Benito River and developed urban uses and is intended to serve as a major recreational and open space resource within the City (SBC 2021; SBC n.d.).

Riverview Regional Park is being developed in phases and is intended to provide a mix of passive and active recreational opportunities, including multi-use trails, fitness areas, picnic and gathering spaces, sports facilities, and educational or interpretive features. The park is also planned as a key segment of the San Benito River Parkway and trail system, providing connectivity for pedestrians and bicyclists along the river corridor. Access to the park will be supported by existing infrastructure, including River Parkway which was constructed to support bypass of Nash Road and a shared bicycle/pedestrian path, which provides connections to surrounding neighborhoods and the adjacent high school (SBC 2021; SBC n.d.).

Other Public Facilities

Other public facilities serving the Proposed Project area include libraries, government offices, and community facilities operated by the City and County. For example, a San Benito County government

complex, including the San Benito County Free Library, County Education, Building and Grounds Maintenance, Probation Department, and County Auditor, is located approximately 0.8 miles due north of the Project Site. These facilities provide a range of public services to residents, including administrative, educational, and community functions. Such facilities are generally located within the City and are accessible via the existing roadway network.

3.15.2 Impact Discussion

Would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) Fire protection?

Implementation of the Proposed Project, which involves the continued closure of a segment of Nash Road, would not result in new development, population growth, or changes in land use that would increase demand for fire protection services. Therefore, the Proposed Project would not result in the need for new or expanded fire stations, additional staffing, or other physically altered fire protection facilities.

Fire protection services currently serve the Proposed Project area under existing circulation conditions, which already include the daytime closure of Nash Road. Emergency access is maintained through the existing roadway network and controlled access systems, including emergency vehicle preemption at the Nash Road gate, which allows fire personnel to access the area during emergency response. Implementation of the Proposed Project would not alter these conditions.

While the roadway closure may influence local travel routes, these conditions already exist and emergency access is maintained through the existing roadway network and controlled access systems. Potential changes in travel routes associated with the roadway closure are addressed in **Section 3.18** and do not result in the need for new or physically altered fire protection facilities. The Proposed Project would not degrade fire protection services to the extent that new or physically altered facilities would be required to maintain service objectives.

Therefore, the Proposed Project would not result in the need for new or physically altered fire protection facilities, and no impact would occur.

Impact Designation: No impact.

b) Police protection?

As noted above, the Proposed Project would not result in new development, population growth, or changes in land use that would increase demand for police protection services. Accordingly, the Proposed Project would not result in the need for new or expanded police facilities, additional staffing, or other physically altered police protection facilities.

Police protection services in the Proposed Project area are provided by HPD, which serves the City from its existing facilities and currently operates under existing circulation conditions, including the daytime closure of Nash Road. Unlike fire protection services, police access through the closed segment is not provided via emergency vehicle preemption systems; however, access to the Proposed Project vicinity is available via the surrounding roadway network. Police services currently operate under these conditions and are able to respond to the area using alternate routes.

Because the roadway closure is an existing condition and does not increase demand for police services, the Proposed Project would not necessitate the construction of new or relocated police facilities to maintain service objectives. While the closure may influence local travel routes for police response, the Proposed Project would not degrade response times or service performance to the extent that new or physically altered facilities would be required, as the Nash Road segment is already closed during daytime hours (7:00 a.m. to 7:00 p.m.) and law enforcement officers currently operate and respond under these conditions using the surrounding roadway network. Potential changes in travel routes associated with the roadway closure are addressed in **Section 3.17** and do not result in the need for new or physically altered police protection facilities. Therefore, no impact would occur.

Impact Designation: No Impact.

c) Schools?

The Proposed Project is limited to the continued closure of a segment of Nash Road and would not result in new development, population growth, or changes in land use that would increase student enrollment or demand for school facilities. Without the potential for increased enrollment within nearby schools, the Proposed Project would not result in the need for new or expanded school facilities.

Hollister High School, located adjacent to the Proposed Site, and other schools serving the general area currently operate under existing circulation conditions, including the daytime closure of Nash Road between 7:00 a.m. and 7:00 p.m. The Proposed Project would not alter enrollment, school capacity, or facility needs.

Because the Proposed Project would not increase demand for school services or require the construction of new or expanded school facilities, no impact would occur.

Impact Designation: No Impact.

d) Parks?

The Proposed Project consists of the continued closure of a segment of Nash Road and does not include residential development, population growth, or changes in land use that would increase demand for local park or recreational facilities. As there would be no new or redistribution of recreational users in the Proposed Project area, the Proposed Project would not result in the need for new or expanded park facilities to maintain service ratios or other performance objectives.

Park facilities serving the Proposed Project area, including nearby neighborhood parks and the planned Riverview Regional Park, are currently accessed under existing circulation conditions, which include the daytime closure of Nash Road between 7:00 a.m. and 7:00 p.m. Access to these facilities is provided via

the surrounding roadway network, and the Proposed Project would not eliminate or substantially alter access to parks beyond these existing conditions.

While the closure may influence local travel routes to park facilities, it would not reduce access to the extent that additional park facilities would be required to meet demand or service objectives.

Therefore, the Proposed Project would not result in the need for new or physically altered park facilities, and no impact would occur.

Impact Designation: No Impact.

e) Other public facilities?

With the continued closure of a segment of Nash Road, the Proposed Project would not result in new development, population growth, or changes in land use that would increase demand for other public facilities, such as libraries, government offices, or community facilities. Therefore, the Proposed Project would not result in the need for new or expanded public facilities to maintain service ratios or other performance objectives.

Other public facilities serving the Proposed Project area, including the San Benito County government complex located approximately 0.8 miles north of the Project Site, currently operate under existing circulation conditions, which include the daytime closure of Nash Road between 7:00 a.m. and 7:00 p.m. Access to these facilities is provided via the surrounding roadway network, and the Proposed Project would not alter facility capacity or require changes to existing facilities.

Because the Proposed Project would not increase demand for public services or require the construction of new or physically altered facilities, no impact would occur.

Impact Designation: No Impact.

3.16 Recreation

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.16.1 Environmental Setting

The Project Site is located within an urbanized area of the City that is served by a variety of recreational facilities, including both school-based and public recreation. The Hollister High School campus itself contains recreational amenities such as athletic fields, courts, and open space areas. These facilities support student activities and organized sports. In addition to school facilities, the surrounding area includes local parks, trails, and recreational corridors, such as those accessible via River Parkway, which provides connectivity to open space and pedestrian pathways.

Public recreational opportunities in the broader community are provided through the City's park system, which includes neighborhood and community parks that serve local residents. The *Park Facility Master Plan* (City 2018) outlines the City's park system. As discussed previously, this includes approximately 84 acres of City-owned parkland and approximately 169 acres of total park/recreational land within City limits inclusive of District and County facilities (City 2018). Based on this inventory, the City provides approximately 2.3 acres of parkland per 1,000 residents based on City-owned facilities, and approximately 4.6 acres per 1,000 residents when joint-use and County facilities are included (City 2018). These facilities accommodate a range of passive and active recreational uses, including walking, sports, and community gatherings. The local street network, including Nash Road and adjacent sidewalks, also supports informal recreational activities such as walking and bicycling.

3.16.2 Impact Discussion

a) Would the Proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

The Proposed Project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated. The Proposed Project does not involve population growth, changes in land use, or expansion of school enrollment that would increase demand for recreational resources. The Proposed Project is limited to the operational closure of a roadway segment and does not alter access to existing parks or recreational facilities. While the removal of vehicular traffic along Nash Road may incrementally improve pedestrian conditions adjacent to the school, it would not result in a measurable increase in recreational use of nearby facilities. Therefore, no impact would occur.

Impact Designation: No Impact.

b) Does the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The Proposed Project does not include the construction or expansion of recreational facilities, nor would it create a demand for such facilities. The Proposed Project does not introduce new development or population growth that would necessitate additional recreational infrastructure. As a result, there would be no direct or indirect adverse physical effects associated with the construction or expansion of recreational facilities. Therefore, no impact would occur.

Impact Designation: No Impact.

3.17 Transportation and Circulation

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

3.17.1 Regulatory Setting

State

CEQA Guidelines

CEQA Guidelines § 15064.3 provides direction for evaluating the significance of transportation impacts under CEQA. The section establishes VMT as the primary metric for assessing transportation impacts, replacing the use of automobile delay and LOS as a measure of significance. Automobile delay is not considered a significant environmental impact, except in limited circumstances related to roadway capacity projects.

The CEQA Guidelines distinguish between land use projects and transportation projects. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact, while projects that reduce or do not increase VMT are presumed to have a less-than-significant impact. For transportation projects, including roadway modifications, projects that reduce or have no impact on VMT are similarly presumed to result in less-than-significant transportation impacts.

Section 15064.3 also allows for flexibility in analysis methods. Lead agencies may select an appropriate methodology to evaluate VMT and may rely on qualitative analysis where quantitative modeling is not available or appropriate, provided the analysis is supported by substantial evidence.

Local

San Benito County General Plan (Circulation Element)

The County's General Plan Circulation Element establishes policies and standards for the planning, design, and operation of the roadway network within unincorporated areas of the County. It identifies roadway classifications and establishes performance standards intended to maintain acceptable traffic operations and ensure adequate capacity to serve existing and future travel demand.

The County uses LOS as a measure of roadway and intersection performance. The General Plan establishes a target standard of LOS D for roadway facilities and intersections within the County (SBC 2015). This standard reflects the County's approach to balancing mobility and congestion in rural and semi-urban areas.

Roadway classifications identified in the County General Plan, including arterial and collector roadways, are used to define roadway function, capacity, and design characteristics. These classifications inform the evaluation of roadway performance and are used to assess consistency with General Plan policies.

Hollister General Plan (Circulation Element)

The City's General Plan Circulation Element (City 2005) establishes the framework for the planning, design, and operation of the City's transportation system, including roadway classifications, performance standards, and policies governing circulation and mobility within the City.

Roadways within the City are classified based on function, including major thoroughfares, major collectors, collectors, and residential streets. These classifications are used to define roadway design, capacity, and operational characteristics. Collectors, such as Nash Road, are intended to serve trips within the urban area by connecting residential neighborhoods with arterials and key activity centers.

The Circulation Element identifies typical roadway capacities associated with each classification. Collectors may accommodate up to approximately 20,000 vehicles per day, while collectors may accommodate up to approximately 10,000 vehicles per day, and residential streets typically carry less than 5,000 vehicles per day.

The City uses LOS as a measure of roadway and intersection performance. LOS is defined as a qualitative measure of traffic operations ranging from LOS A (free-flow conditions) to LOS F (congested conditions with excessive delay). The City's General Plan establishes a policy to maintain LOS C or better for arterial roadways and key intersections, to the extent feasible.

The Circulation Element also emphasizes maintaining efficient traffic flow on the arterial and collector network to discourage cut-through traffic on local streets and to protect residential neighborhoods from excessive traffic volumes.

3.17.2 Environmental Setting

Methodology

A Transportation Analysis (TA) for the Proposed Project was prepared by Linscott, Law & Greenspan Engineers (LLG) in April 2026 and is included as **Appendix A**. Existing conditions were established based on field observations, roadway network characteristics, and traffic data collection conducted within the study area, including seven-day ADT counts and peak-hour turning movement counts at key intersections. This data was used to characterize baseline traffic volumes, roadway operations, and intersection performance within the local circulation system.

Existing Roadway Network

The following is a description of the existing roadway network in the study area. Nash Road abuts the Hollister city limits, and the study area contains locations within both the City of Hollister and unincorporated San Benito County. However, the entire study area is within the City's General Plan sphere of influence. Therefore, discussion of roadway classification relies on the City's General Plan.

Nash Road is classified as a Collector in the City's General Plan. It is currently built as a two-lane undivided roadway between River Parkway and San Benito Road. Sidewalks are provided on both sides of the roadway, and the posted speed limit is 25 mph. There are no bicycle lanes within the study area. Curbside parking is permitted only on the north side of Nash Road. As previously mentioned, Nash Road between West Street and Monterey Street is presently closed to vehicular traffic between 7:00 a.m. and 7:00 p.m. on school days and during occasional after-hours school events. This section of Nash Road is closed to vehicular traffic via an automated gate at both ends of the block. The street remains accessible to pedestrian and bicycle traffic even when closed to vehicular traffic. Additionally, the gates are equipped with an Opticom-compatible access system to allow for fired department vehicle access when necessary.

River Parkway is classified as a Collector in the San Benito County General Plan Circulation Element. It is currently built as a two-lane undivided roadway between Nash Road and San Benito Street. There is a shared bicycle/walkway provided on the south side of the roadway and sidewalks provided on the north side. Curbside parking is generally permitted, and the posted speed limit is 25 mph.

San Benito Street is classified on the City's General Plan as a Principal Arterial north of Nash Road and as a Minor Arterial south of Nash Road. It is a two-lane divided roadway between River Parkway and Nash Road. Sidewalks are provided on the west side only and curbside parking is permitted on the east side only. There are no bicycle lanes within the study area. The posted speed limit is 25 mph.

B Street is an unclassified local road in the City's General Plan. B Street is a two-lane undivided roadway with a posted speed limit of 25 mph. Curbside parking is allowed on both sides.

Powell Street is an unclassified local road in the City's General Plan. Powell Street is a two-lane undivided roadway with curbside parking allowed on both sides. No speed limit is posted; the assumed

speed limit is 25 mph. Powell Street is currently constructed with traffic calming features including speed humps between Nash Road and B Street.

West Street is an unclassified local road in the City's General Plan. West Street is a two-lane undivided roadway with a posted speed limit of 25 mph and curbside parking allowed on both sides. West Street is constructed with traffic calming features including speed tables between Nash Road and B Street.

Monterey Street is an unclassified local road in the City's General Plan. Monterey Street is constructed with traffic calming features including speed tables between Nash Road and B Street. The posted speed limit is 25 mph. On-street angle and parallel parking are allowed on both sides of the road.

Existing Traffic Volumes

Existing traffic volumes in the study area were established based on seven consecutive days of traffic counts conducted between February 26, 2026, and March 04, 2026, while school was in session. The analysis relies on the highest weekday volumes recorded for each roadway segment and the higher of the two weekend days (Saturday) to represent typical conditions. As shown in **Table 3**, the segment of Nash Road between West Street and Monterey Street currently carries approximately 1,480 average daily trips during the hours it is open to traffic (7:00 p.m. to 7:00 a.m. on weekdays), all of which would be subject to redistribution under the Proposed Project. Peak hour turning movement counts were also collected at study intersections during the early morning (5:00–7:00 a.m.) and evening (7:00–9:00 p.m.) periods, corresponding to the times immediately before and after the existing daytime roadway closure. Detailed traffic count data and supporting documentation are provided in **Appendix A**.

Table 3. Existing Traffic Volumes

Street Segment	Average Daily Traffic Volumes	
	Weekday[a]	Saturday
Nash Road		
West Street to Monterey Street	1,480	5,810
Monterey Street to San Benito Street	5,070	6,960
River Parkway		
Nash Road to San Benito Street	5,870	1,850
San Benito Street		
Nash Road to River Parkway	7,690	4,480
B Street		
West Street to Monterey Street	4,340	1,360
Powell Street		
Nash Road to B Street	1,270	980
West Street		
Nash Road to B Street	2,520	570
Monterey Street		
Nash Road to B Street	3,600	1,310

[a] Highest daily volume during five-day weekday count period
Source: **Appendix A**

Analysis of Existing Conditions

The analysis of existing conditions evaluates how the local roadway network currently operates and how it would function with redistribution of traffic associated with the Proposed Project. Consistent with existing conditions, peak hour intersection operations were evaluated during the 5:00–7:00 a.m. and 7:00–9:00 p.m. periods, which represent the times immediately before and after the existing weekday roadway closure. Intersection operations were evaluated using methodologies from the Highway Capacity Manual (HCM 7) with Synchro software, based on average vehicle delay under peak hour conditions for both signalized and unsignalized intersections.

LOS is used to characterize operating conditions at study intersections and roadway segments. LOS is a qualitative measure based on factors such as delay, traffic flow, and roadway characteristics, and is expressed on a scale from LOS A (best operating conditions) to LOS F (worst operating conditions). Refer to **Table 4** for the delay and associated LOS thresholds for signalized and unsignalized intersections. Intersection operations were evaluated using methodologies from HCM 7 with Synchro software, based on average vehicle delay under peak hour conditions for both signalized and unsignalized intersections. Applicable performance standards include a target of LOS C or better within the City, with LOS D considered acceptable at certain locations, and a target of LOS D within the County.

Table 4. Delay and LOS Thresholds

Signalized		**Unsignalized**	
Delay	LOS Thresholds	Delay	LOS Thresholds
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Source: **Appendix A**

Consistent with the City's General Plan Circulation Element, roadway segment operations are evaluated based on comparison of traffic volumes to established capacity thresholds rather than assignment of a specific LOS.

Existing Peak Hour Intersection Levels of Service

Table 5 summarizes weekday peak hour intersection operations within the study area under existing conditions. As shown, all study intersections operate at acceptable levels, achieving LOS B or better during the 5:00–7:00 a.m. and 7:00–9:00 p.m. peak periods. Supporting intersection analysis calculations are provided in Appendix B of **Appendix A.**

Table 5. Existing Intersection Operations

Intersection	Control Type	Peak Hour	Weekday	
			Delay[a]	LOS[b]
1. West Street / Nash Road	AWSC[c]	AM	7.5	A
		PM	8.1	A
2. Monterey Street / Nash Road	AWSC	AM	7.7	A
		PM	8.4	A
3. San Benito Street / Nash Road	Signal	AM	14.4	B
		PM	15.1	B
4. San Benito Street / River Parkway	AWSC	AM	8.2	A
		PM	8.5	A
5. West Street / B Street	AWSC	AM	7.2	A
		PM	7.1	A
6. Monterey Street / B Street	AWSC	AM	7.1	A
		PM	7.3	A

[a] Average Daily Traffic Volumes
[b] Highest daily volume during five-day weekday count period
[c] AWSC – All-Way Stop Controlled intersection
Source: **Appendix A**

Existing Daily Street Segment Levels of Service

Table 6 summarizes existing daily roadway segment operations under both weekday and Saturday conditions. As shown, all study area street segments operate within their applicable capacity thresholds during both time periods.

Table 6. Existing Street Segment Operations

Street Segment	Classification	Capacity[a]	Weekday		Saturday	
			ADT[b]	Within Capacity?	ADT[b]	Within Capacity?
Nash Road						
West Street to Monterey Street	2-Lane Collector	10,000	1,480	Yes	5,810	Yes
Monterey Street to San Benito Street	2-Lane Collector	10,000	5,070	Yes	6,960	Yes
River Parkway						
Nash Road to San Benito Street	2-Lane Collector	10,000	5,870	Yes	1,850	Yes
San Benito Street						

Table 6. Existing Street Segment Operations

Nash Road to River Parkway	2-Lane Collector	10,000	7,690	Yes	4,480	Yes
B Street						
West Street to Monterey Street	2-Lane Local Road	5,000	4,340	Yes	1,360	Yes
Powell Street						
Nash Road to B Street	2-Lane Local Road	5,000	1,270	Yes	980	Yes
West Street						
Nash Road to B Street	2-Lane Local Road	5,000	2,520	Yes	570	Yes
Monterey Street						
Nash Road to B Street	2-Lane Local Road	5,000	3,600	Yes	1,310	Yes

[a] Capacities based on City of Hollister General Plan Circulation Element.
[b] Average Daily Traffic Volumes
Source: **Appendix A**

3.17.3 Impact Discussion

Methodology

Traffic Reroute

The Proposed Project does not introduce new vehicle trips but instead represents a change to the circulation network that would redirect existing traffic to other nearby roadways. Traffic subject to rerouting was identified based on mid-block traffic counts along the segment of Nash Road proposed for closure.

Table 7 presents the volume of traffic that would be redistributed under both weekday and Saturday conditions. During weekdays, the affected segment of Nash Road accommodates approximately 1,480 average daily trips occurring between 7:00 p.m. and 7:00 a.m., including 129 trips during the morning peak period (56 eastbound and 73 westbound) and 335 trips during the evening peak period (140 eastbound and 195 westbound). On Saturdays, the segment carries approximately 5,810 average daily trips, with 443 trips occurring during the peak hour (223 eastbound and 220 westbound) (**Appendix A**).

Table 7. Rerouted Traffic

Roadway Segment	Scenario	Daily Trip Ends (ADT)	AM Peak Hour Volume			PM Peak Hour Volume		
			EB	WB	Total	EB	WB	Total
Nash Road, West Street to Monterey Street	Weekday	1,480[a]	56	73	129	140	195	335
	Saturday	5,810	223	220	443	—	—	—

[a] Rerouted ADT occurs between 7 p.m. and 7 a.m., given existing weekday road closure.
Notes:
Weekday AM peak period = 5-7 a.m.; Weekday PM peak period = 7-9 p.m.; Saturday peak period = 11 a.m.-12 p.m.
Source: **Appendix A**

Project Trip Redistribution/Reassignment

Traffic currently using the segment of Nash Road proposed for closure was reassigned to nearby roadways based on a limited set of logical alternative routes within the local circulation network. These routes include a northerly path via Monterey Street, B Street, and either Powell Street or West Street, and a southerly path via River Parkway and San Benito Street. These roadways were identified as the most likely to accommodate redistributed traffic due to their proximity to the Proposed Project segment and observed differences in traffic patterns between weekday conditions, when the roadway is partially closed, and weekend conditions, when it is generally open.

While multiple route options exist within the surrounding street network, traffic in practice would disperse across a wider range of local streets. The assignment used for this analysis consolidates traffic onto the primary alternative routes to represent a conservative, worst-case scenario for evaluating potential effects on nearby roadways.

For analytical purposes, 40 percent of the redistributed traffic is assumed to travel along the northerly route, with the remaining 60 percent assigned to the southerly route (**Appendix A**). Although both routes are similar in length, the northerly route includes additional turns, controlled intersections, and traffic calming features, which may increase travel time and reduce its attractiveness relative to the southerly route. Accordingly, a greater share of traffic is assumed to utilize River Parkway and San Benito Street, though route choice may vary depending on origin and destination.

Analysis Conditions – Existing Plus Rerouted Traffic

Weekday Intersection Analysis

Table 8 summarizes weekday peak hour intersection operations under Existing plus Rerouted Traffic conditions. As shown, all study intersections continue to operate at acceptable levels, maintaining LOS C or better during the 5:00–7:00 a.m. and 7:00–9:00 p.m. peak periods with the redistribution of traffic associated with the Proposed Project. Supporting intersection analysis calculations are provided in Appendix C of **Appendix A**.

Table 8. Weekday Intersection Operations with Rerouted Traffic

Intersection	Control Type	Peak Hour	Existing		Existing w/Rerouted Traffic		Change in Delay from Rerouting
			Delay[a]	LOS[b]	Delay	LOS	
1. West Street / Nash Road	AWSC[c]	AM	7.5	A	7.1	A	(0.4)
		PM	8.1	A	7.0	A	(1.1)
2. Monterey Street / Nash Road	AWSC	AM	7.7	A	8.0	A	0.3
		PM	8.4	A	7.7	A	(0.7)
3. San Benito Street / Nash Road	Signal	AM	14.4	B	28.4	C	14.0
		PM	15.1	B	17.1	B	2.0

Table 8. Weekday Intersection Operations with Rerouted Traffic

4. San Benito Street / River Parkway	AWSC	AM	8.2	A	10.5	B	2.3
		PM	8.5	A	10.1	B	1.6
5. West Street / B Street	AWSC	AM	7.2	A	8.1	A	0.9
		PM	7.1	A	7.7	A	0.6
6. Monterey Street / B Street	AWSC	AM	7.1	A	8.9	A	1.8
		PM	7.3	A	7.9	A	0.6

[a] Average Daily Traffic Volumes
[b] Highest daily volume during five-day weekday count period
[c] AWSC – All-Way Stop Controlled intersection
Source: **Appendix A**

Weekday Street Segment Analysis

Table 9 summarizes weekday roadway segment operations under Existing plus Rerouted Traffic conditions. As shown, all study area street segments are projected to continue operating within their applicable capacity thresholds with the redistribution of traffic associated with the Proposed Project (**Appendix A**). B Street between West Street and Monterey Street would experience the highest proportional increase in daily volumes, reaching approximately 4,930 ADT against a capacity of 5,000 ADT; however, as shown in **Table 8**, intersections along this corridor continue to operate at LOS A during both peak periods, indicating that actual traffic flow remains unconstrained despite volumes approaching the daily capacity threshold.

Table 9. Weekday Street Segment Operations with Rerouted Traffic

Street Segment	Classification	Capacity[a]	Existing		Existing With Rerouted Traffic	
			ADT[b]	Within Capacity?	ADT	Within Capacity?
Nash Road						
West Street to Monterey Street	2-Lane Collector	10,000	1,480	Yes	— [c]	—
Monterey Street to San Benito Street	2-Lane Collector	10,000	5,070	Yes	4,180	Yes
River Parkway						
Nash Road to San Benito Street	2-Lane Collector	10,000	5,870	Yes	6,760	Yes
San Benito Street						
Nash Road to River Parkway	2-Lane Collector	10,000	7,690	Yes	8,580	Yes
B Street						
West Street to Monterey Street	2-Lane Local Road	5,000	4,340	Yes	4,930	Yes
Powell Street						

Table 9. Weekday Street Segment Operations with Rerouted Traffic

Nash Road to B Street	2-Lane Local Road	5,000	1,270	Yes	1,490	Yes
West Street						
Nash Road to B Street	2-Lane Local Road	5,000	2,520	Yes	2,890	Yes
Monterey Street						
Nash Road to B Street	2-Lane Local Road	5,000	3,600	Yes	4,190	Yes

[a] Capacities based on the City of Hollister General Plan Circulation Element.
[b] Average Daily Traffic Volumes.
[c.] Segment to be closed to vehicular traffic with Proposed Project.
Source: **Appendix A**

Saturday Street Segment Analysis

Table 10 summarizes Saturday roadway segment operations under Existing plus Rerouted Traffic conditions. As shown, all study area street segments are projected to operate within their applicable capacity thresholds with the redistribution of traffic associated with the Proposed Project. Traffic volumes on Saturdays are lower than weekday conditions; therefore, roadway operations on Saturdays are expected to be comparatively better (**Appendix A**).

Table 10. Saturday Street Segment Operations with Rerouted Traffic

Street Segment	Classification	Capacity[a]	Existing		Existing With Rerouted Traffic	
			ADT[b]	Within Capacity?	ADT	Within Capacity?
Nash Road						
West Street to Monterey Street	2-Lane Collector	10,000	5,810	Yes	— [c]	—
Monterey Street to San Benito Street	2-Lane Collector	10,000	6,960	Yes	3,470	Yes
River Parkway						
Nash Road to San Benito Street	2-Lane Collector	10,000	1,850	Yes	5,340	Yes
San Benito Street						
Nash Road to River Parkway	2-Lane Collector	10,000	4,480	Yes	7,970	Yes
B Street						
West Street to Monterey Street	2-Lane Local Road	5,000	1,360	Yes	3,680	Yes
Powell Street						
Nash Road to B Street	2-Lane Local Road	5,000	980	Yes	1,850	Yes

Table 10. Saturday Street Segment Operations with Rerouted Traffic

West Street						
Nash Road to B Street	2-Lane Local Road	5,000	570	Yes	2,020	Yes
Monterey Street						
Nash Road to B Street	2-Lane Local Road	5,000	1,310	Yes	3,630	Yes

[a] Capacities based on the City of Hollister General Plan Circulation Element.
[b] Average Daily Traffic Volumes.
[c.] Segment to be closed to vehicular traffic with Proposed Project.
Source: **Appendix A**

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Proposed Project would not conflict with any applicable program, plan, ordinance, or policy addressing the circulation system. The City's General Plan Circulation Element includes policies that prioritize pedestrian safety, particularly in school areas, and seek to minimize conflicts between vehicles and non-vehicular users. Collectors, such as Nash Road, are intended to facilitate movement within the urban area by linking residential neighborhoods to arterial roadways and key activity centers. The permanent closure of the segment of Nash Road adjacent to the Hollister High School campus is consistent with these objectives, as it formalizes an existing operational condition and enhances the separation between vehicles and pedestrians in a high-activity school environment.

Furthermore, the closure of this segment would not eliminate connectivity along Nash Road or impede access to arterial roadways or key destinations. Vehicles would continue to access Nash Road to the east and west of the closure via parallel and connecting routes, including B Street and River Parkway, which provide alternative connections between Nash Road and the surrounding circulation network. As such, the functional role of Nash Road as a collector—providing connectivity to arterials and activity centers—would be maintained through the broader roadway network.

The Proposed Project would not affect transit routes or facilities, and there is no designated bicycle infrastructure along the affected segment. Pedestrian and bicycle access would remain available and would likely benefit from the removal of vehicular traffic. As demonstrated in the TA, the surrounding roadway network would continue to operate within applicable performance standards with the redistribution of traffic (**Appendix A**). Therefore, the Proposed Project would not conflict with applicable circulation plans or policies, and impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?

The Proposed Project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3(b). As described in **Section 3.17.1**, Section 15064.3 requires that transportation impacts under CEQA be

evaluated primarily using VMT, which measures the amount and distance of automobile travel attributable to a project. This metric is intended to capture a project's effect on travel behavior, including the extent to which it induces additional vehicle trips, increases trip lengths, or contributes to broader patterns of vehicle dependence.

In this case, the Proposed Project does not constitute a land use development or other activity that would generate new vehicle trips. Rather, it is a localized modification to the existing circulation network that would extend the current time-restricted closure of a segment of Nash Road to a full-time closure. As such, the Proposed Project would not create new origins or destinations, alter land use patterns, or induce additional travel demand. The total number of trips in the study area would remain unchanged, and the Proposed Project would instead result in the redistribution of existing traffic to adjacent roadways.

Because the Proposed Project does not increase trip generation, any changes in VMT would be limited to minor variations in travel distance associated with alternative routing. These changes would be incremental, dispersed across the local street network, and would not result in a measurable or substantial increase in overall VMT at City or regional levels. CEQA Guidelines § 15064.3(b) is primarily concerned with projects that increase VMT through growth-inducing effects or by altering development patterns; those conditions are not present here.

Furthermore, the CEQA Guidelines acknowledge that VMT may not be the most appropriate measure for certain transportation projects, particularly those that involve operational changes to the roadway network rather than new trip generation. In such cases, evaluation of transportation system performance using operational metrics such as LOS and roadway capacity provides a more relevant basis for assessing potential impacts. Consistent with this approach, the TA evaluates how redistributed traffic would affect intersection operations and roadway segment capacity under both existing and rerouted conditions.

As demonstrated in the TA, all study intersections would continue to operate at acceptable levels (LOS C or better), and all roadway segments would remain within applicable capacity thresholds with the redistribution of traffic (**Appendix A**). These findings indicate that the Proposed Project would not degrade overall circulation conditions or create operational deficiencies within the local transportation network.

Accordingly, the Proposed Project would not result in a significant transportation impact under CEQA's VMT-based criteria and would not conflict with the intent or requirements of CEQA Guidelines § 15064.3(b). Impacts would be less than significant, and no further analysis is required.

Impact Designation: Less-Than-Significant Impact.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses. The Proposed Project does not include any physical modifications to roadway geometry, such as changes to alignment, lane configurations, intersection control, or sight distance.

Existing roadways in the study area are generally low-speed, two-lane facilities with traffic calming features and established traffic control, and no new design features that could introduce safety hazards are proposed.

The Proposed Project would result in the redistribution of existing traffic to adjacent roadways; however, as demonstrated in the TA, all study intersections would continue to operate at acceptable levels (LOS C or better), and all roadway segments would remain within applicable capacity thresholds (**Appendix A**). The redistribution of traffic would occur along established urban roadways designed to accommodate local traffic, and would not introduce conditions such as excessive congestion, unsafe turning movements, or operational conflicts that could increase hazards.

Additionally, the permanent closure of the Nash Road segment adjacent to the Hollister High School campus would eliminate through vehicular traffic in an area with high pedestrian activity. This would reduce potential conflicts between vehicles and pedestrians and is consistent with roadway safety objectives in school environments. The Proposed Project does not introduce incompatible uses, such as industrial or agricultural traffic, into the local street network.

For these reasons, the Proposed Project would not substantially increase transportation hazards related to geometric design or incompatible uses. Impacts would be less than significant, and no further analysis is required.

Impact Designation: Less-Than-Significant Impact.

d) Result in inadequate emergency access?

The Proposed Project could result in changes to emergency access due to the permanent closure of a segment of Nash Road to general vehicular traffic; however, with implementation of mitigation, impacts would be reduced to less-than-significant levels. The closure would remove a direct through-route along this segment for general traffic, which could alter typical response routing patterns for some emergency service providers. As such, this analysis considers both the availability of alternative routes and the ability to preserve direct emergency access through the Proposed Project area.

The surrounding roadway network provides multiple alternative routes for emergency responders. As shown in **Figure 5**, emergency service providers—including HPD, the San Benito County Sheriff's Office, multiple fire stations, EMS, and Hazel Hawkins Memorial Hospital—are distributed throughout the City and are primarily accessed via major corridors such as San Benito Street and River Parkway. These facilities are connected by an interconnected street network that provides redundancy and routing flexibility. The closure of a single block of Nash Road would not isolate the Proposed Project area or eliminate access to surrounding neighborhoods, as parallel routes such as B Street, River Parkway, and other local streets would continue to provide connectivity.

While the closure would remove the most direct general traffic route along this segment, emergency access is already accommodated under existing conditions. The current roadway closure (7:00 a.m. to 7:00 p.m. on school days) includes gates equipped with an Opticom emergency vehicle preemption system that is actively used by HFD to access the area. The Proposed Project would extend the duration of this closure but would not introduce a new access constraint beyond what already occurs during

daytime hours. Notably, the District has not received complaints or identified operational issues from emergency service providers regarding use of the existing Opticom system, indicating that emergency access under current conditions is functioning effectively.

Mitigation Measure TRANSPORT-1 requires continued coordination with emergency service providers and ensures that the existing Opticom system remains operational and accessible to authorized responders, and that access is expanded as needed to include other agencies (e.g., law enforcement and EMS). With this measure, emergency vehicles would retain the ability to activate the gate and use Nash Road as a direct route during emergency response, eliminating the need for rerouting in time-sensitive situations.

The TA demonstrates that all surrounding roadways would continue to operate within acceptable capacity and LOS standards with the redistribution of traffic (**Appendix A**; LLG 2026), indicating that alternative routes would remain viable and unconstrained. Combined with the preservation of direct emergency access through the Proposed Project segment, the Proposed Project would not substantially affect emergency response times or access.

Therefore, with implementation of **Mitigation Measure TRANSPORT-1** and continued operation of the existing Opticom system, impacts to emergency access would be less than significant.

Impact Designation: Less-Than-Significant Impact with Mitigation.

Mitigation Measure

Mitigation Measure TRANSPORT-1: Emergency Vehicle Gate Access

Prior to implementation of the permanent closure of Nash Road between Monterey Street and West Street, the San Benito High School District shall coordinate with local emergency service providers, including the HFD, HPD, San Benito County Sheriff's Office, California Highway Patrol, and American Medical Response, to ensure continued and reliable emergency access through the Proposed Project segment.

The District shall ensure that the existing Opticom-compatible emergency vehicle preemption system installed at the roadway gates remains fully operational and accessible to authorized emergency responders. Coordination shall include confirmation that all responding agencies have the necessary equipment, signal emitters, or access credentials to activate the gate system during emergency response.

If any responding agency does not have compatible access, the District shall provide or fund installation of compatible preemption equipment or alternative access mechanisms acceptable to that agency.

The District shall maintain the emergency access system, including the Opticom equipment and gate functionality, in good working condition for the life of the Proposed Project. Any malfunction affecting emergency access shall be repaired promptly.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource (TCR), defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historic Resources (CRHR), or in a local register of historical resources as defined in PRC § 5020.1(k)?	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☐	☒	☐

3.18.1 Regulatory Setting

State

AB 52 (Gatto, Chapter 532, Statutes of 2014) amended CEQA to establish a formal consultation process with California Native American tribes and to recognize TCRs as a distinct category of environmental resource. AB 52 requires lead agencies to initiate consultation with tribes that are traditionally and culturally affiliated with the project area and that have requested, in writing, notification of projects subject to CEQA. This requirement applies to projects for which a Notice of Preparation for an EIR or a Notice of Intent (NOI) to adopt an ND or MND has been filed on or after July 1, 2015.

Pursuant to PRC § 21074, TCRs may include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either: (1) included in or determined eligible for inclusion in the CRHR, or (2) determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in CEQA. TCRs may not be readily identifiable and can include resources that are religious or spiritual in nature.

Under CEQA Guidelines § 15064.5 and PRC § 21084.2, a project that would cause a substantial adverse change in the significance of a TCR would result in a significant impact on the environment. AB 52 also provides for the development of mitigation measures through consultation, including measures aimed at avoiding or minimizing impacts to TCRs.

3.18.2 Environmental Setting

The Project Site is located within an area traditionally and culturally affiliated with Native American groups of central California, including the Mutsun-speaking Ohlone people. The broader region has been occupied by Native American communities for thousands of years and may contain resources of cultural, spiritual, or historical significance to California Native American tribes. TCRs, as defined under PRC § 21074, may include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe. Such resources may not be readily visible and are not always identified through conventional archaeological methods.

The Project Site consists of an existing roadway segment within an urbanized area of the City. The Project Site and surrounding area have been subject to prior ground disturbance associated with roadway construction, utility installation, and ongoing urban development. No known TCRs have been identified within the Project Site based on available information; however, the absence of documented resources does not preclude the potential for undiscovered resources to be present.

A request for a Sacred Lands File search and Native American contact list was submitted to the Native American Heritage Commission (NAHC) on May 8, 2026. The NAHC provided a list of Native American tribal representatives and/or individuals who may have knowledge of tribal cultural resources in the Project vicinity. The Lead Agency sent notification letters to all contacts identified by the NAHC. The Lead Agency is also providing AB 52 notification to the Amah Mutsun Tribal Band of Mission San Juan Bautista, Amah Mutsun Tribal Band, Indian Canyon Mutsun Band of Costanoan, and Xolon-Salinan Tribe. At the time this Initial Study was prepared, responses to the notification letters were pending. Any information received from the notified contacts will be reviewed by the Lead Agency and incorporated into the administrative record, as appropriate.

3.18.3 Impact Discussion

a) Would the Proposed Project cause a substantial adverse change in the significance of a TCR, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC § 5020.1(k)?

The Proposed Project would not cause a substantial adverse change in the significance of a TCR as defined in PRC § 21074. The Proposed Project consists of converting an existing time-restricted roadway closure—currently in effect between 7:00 a.m. and 7:00 p.m. on school days—to a full-time closure to

through vehicular traffic, including nighttime hours and weekends. The Proposed Project does not include construction, grading, excavation, or any other ground-disturbing activities.

In addition, the Proposed Project would not alter land use, restrict access to known cultural resources, or change the physical setting in a manner that would diminish the significance of a TCR. The roadway segment would remain in its existing condition, with the only change being the extension in time of an already established closure. As such, there is no mechanism by which the Proposed Project could result in a substantial adverse change to a TCR.

Therefore, no impact would occur, and no further analysis is required.

Impact Designation: No Impact.

b) Would the Proposed Project cause a substantial adverse change in the significance of a TCR, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC § 5024.1. In applying the criteria set forth in subdivision (c) of PRC § 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

The Project Site is not currently known to contain a TCR as defined in PRC § 21074. However, the NAHC Sacred Lands File search and AB 52 notification process are pending. If the NAHC identifies sacred lands, Native American tribal contacts, or other information relevant to the Project Site, or if a notified tribe requests consultation and provides information indicating that the Proposed Project may cause a substantial adverse change in the significance of a TCR, the Lead Agency will evaluate that information prior to adoption of the IS/MND. The Lead Agency will complete any required AB 52 consultation before considering adoption of the IS/MND and will revise the analysis and/or incorporate feasible mitigation measures if warranted. Based on the information currently available, impacts would be less than significant.

Impact Designation: Less Than Significant.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Would the Proposed Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the Proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Proposed Project that it has adequate capacity to serve the Proposed Project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

3.19.1 Environmental Setting

The Project Site is located within a developed area of the City of Hollister that is served by existing municipal utility and service systems. City planning documents identify water supply, wastewater collection, storm drainage, and solid waste services as established public service systems supporting urban development within the City (City 2005).

Water service in the Proposed Project area is provided through a combination of groundwater and imported surface water supplies managed at the local and regional level. Regional planning documents for the Hollister Urban Area describe an integrated water supply system that includes groundwater

resources and imported surface water from the Central Valley Project (San Benito County Water District et al. 2018).

Wastewater generated within the City is conveyed through the municipal sewer collection system and treated at the Hollister Water Reclamation Facility, which serves the Hollister Urban Area through an established wastewater conveyance and treatment system (San Benito County Water District et al. 2018).

Stormwater within the City is conveyed through a municipal storm drain system consisting of inlets, pipelines, and detention/retention basins that discharge to regional receiving waters, including the San Benito River and Santa Ana Creek, or to terminal basins. The City operates an extensive storm drainage network comprising approximately 59 miles of pipeline and multiple outfalls and basins that manage stormwater runoff from developed areas (City 2011).

Electricity and natural gas services in the Proposed Project vicinity are provided by Pacific Gas and Electric Company (PG&E), which serves northern and central California, including the Hollister area (PG&E 2014).

Solid waste collection and disposal services are provided through Recology San Benito County under franchise agreements serving the City and the surrounding County (SBC 2026).

3.19.2 Impact Discussion

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The Proposed Project would not require or result in the relocation or construction of new or expanded utility infrastructure. The Proposed Project does not include new development, changes in land use, or physical improvements that would increase demand for water, wastewater treatment, stormwater drainage, electricity, natural gas, or telecommunications services. The existing roadway closure would not alter utility connections or require infrastructure modifications. Therefore, no impacts related to the construction or relocation of utility facilities would occur.

Impact Designation: No Impact.

b) Have sufficient water supplies available to serve the Proposed Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The Proposed Project would not require additional water supply. The Proposed Project does not introduce new uses or facilities that would increase water demand beyond existing conditions. As such, existing water supplies would remain sufficient to serve the Proposed Project, and no impact would occur.

Impact Designation: No Impact.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the Proposed Project that it has adequate capacity to serve the Proposed Project's projected demand in addition to the provider's existing commitments?

The Proposed Project would not generate additional wastewater or increase demand on the wastewater treatment system. The Proposed Project does not involve new development, land use changes, or operational activities that would increase wastewater generation beyond existing conditions. As such, wastewater treatment capacity would remain adequate to serve the Proposed Project, and no impact would occur.

Impact Designation: No Impact.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The Proposed Project would not generate solid waste in excess of State or local standards or exceed the capacity of local infrastructure. The Proposed Project does not involve construction activities or operational changes that would generate additional solid waste beyond existing conditions. As such, it would not impair the attainment of solid waste reduction goals, and no impact would occur.

Impact Designation: No Impact.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

The Proposed Project would comply with all applicable federal, State, and local statutes and regulations related to solid waste management and reduction. Because the Proposed Project does not generate additional solid waste or involve construction activities, it would not introduce compliance challenges or conflicts with regulatory requirements. Therefore, no impact would occur.

Impact Designation: No Impact.

3.20 Wildfire

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the Proposed Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 Environmental Setting

The Project Site is located within the City of Hollister in an urbanized portion of San Benito County. Wildfire conditions in the region are influenced by California's Mediterranean climate, which is characterized by hot, dry summers and seasonal grassland and open-space fuels that can increase fire risk in outlying undeveloped areas. The California Office of the State Fire Marshal (OSFM) maps fire hazard severity based on factors such as fuel loading, slope, fire weather, and wind conditions, and identifies Moderate, High, and Very High Fire Hazard Severity Zones[77].

Current OSFM Local Responsibility Area Fire Hazard Severity Zone mapping for the City shows that the more substantial wildfire hazard areas are generally located along the outer edges of the City, particularly near the southwestern and southern perimeter, while much of the central developed City area is not mapped within High or Very High local fire hazard severity zones (OSFM 2025). The broader

[77] OSFM Fire Hazard Severity Zones

San Benito County fire hazard mapping similarly reflects greater wildfire exposure in the more rural and undeveloped portions of the County rather than in the built-up urban core of the City (SBC 2025). The Project Site is not located in a mapped High or Very High Fire Hazard Severity Zone and is not within a State Responsibility Area (SBC 2025). The southwestern portion of the high school is mapped in a Moderate Fire Hazard Severity Zone matching the open space of the San Benito River. The nearest High Fire Hazard Severity Zone is located 0.60 miles southwest of the Hollister High School campus (OSFM 2026).

The City's General Plan Health and Safety Element states that the City is not located within a State Responsibility Area for fire protection or an Extremely High Fire Hazard Severity Zone, reflecting the City's largely urban setting in the valley floor rather than a wildland setting (City 2005). The General Plan nevertheless recognizes the importance of emergency planning, adequate fire protection services, and review of hazards during development review (City 2005).

3.20.2 Impact Discussion

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As noted previously, the Proposed Project consists of the continued (permanent) closure of a segment of Nash Road and would not result in new development, population growth, or changes in land use. While the Proposed Project would modify local circulation by maintaining the closure of this roadway segment, Nash Road functions as a local roadway within an established urban area and is not identified as a critical emergency access route or designated evacuation corridor in San Benito County emergency planning documents (SBC 2023b).

Emergency access to surrounding areas would continue to be provided by the existing roadway network, including alternative local and collector streets. The Proposed Project would not remove the only access point to any property, nor would it preclude emergency vehicle access to the area. In addition, San Benito County emergency planning relies on evacuation zones and coordinated routing by emergency responders rather than fixed, designated evacuation routes.

Because the roadway closure would not substantially degrade emergency access or interfere with the implementation of adopted emergency response or evacuation plans, the Proposed Project would not substantially impair such plans.

Impact Designation: Less-Than-Significant Impact.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project Site is located within a developed, relatively flat urban area of the City and is not within a mapped High or Very High Fire Hazard Severity Zone (OSFM 2025; San Benito County 2025). Wildfire risk in the vicinity is limited due to the presence of urban development, managed landscapes, and reduced fuel loads compared to surrounding rural and wildland areas.

The Proposed Project does not involve construction of habitable structures or introduce new occupants to the area. In addition, the Proposed Project would not modify site conditions in a manner that would increase fuel loading, alter topography, or influence wind patterns. As such, the Proposed Project would not exacerbate wildfire risks or expose people or structures to increased wildfire hazards, including smoke or pollutant concentrations.

Impact Designation: No Impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Proposed Project consists solely of the continued closure of an existing roadway segment and does not require the installation of new infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities. The Proposed Project would not involve vegetation clearing or land disturbance that could alter fire behavior or increase ignition potential.

In addition, the Proposed Project would not introduce new structures or occupants that could be exposed to wildfire hazards or smoke. Because the Proposed Project would not alter site conditions, fuel loads, or ignition potential, there is no mechanism by which it could exacerbate wildfire risks or expose people or structures to wildfire-related hazards.

Impact Designation: No Impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As described previously, the Project Site is located within a developed, relatively flat urban area of the City and is not within or adjacent to wildland areas subject to high wildfire hazard (OSFM 2025; San Benito County 2025). The Project Site and surrounding area do not contain steep slopes or topographic conditions that would be susceptible to landslides or slope instability.

The Proposed Project consists of the continued closure of an existing roadway segment and would not involve ground disturbance, grading, or changes to existing drainage patterns. The Proposed Project would not alter impervious surfaces, stormwater conveyance systems, or site hydrology in a manner that would increase runoff or erosion potential. In addition, the Proposed Project would not introduce new structures or occupants that could be exposed to post-fire hazards such as debris flows, flooding, or slope failure.

Because the Proposed Project would not increase wildfire risk, modify drainage conditions, or introduce receptors, there is no mechanism by which the Proposed Project could result in post-fire flooding, debris flows, or slope instability.

Impact Designation: No Impact.

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the Proposed Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the Proposed Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the Proposed Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the Proposed Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The Proposed Project consists solely of the permanent closure of a segment of Nash Road to through vehicular traffic. No construction, ground disturbance, or physical modification of the environment is proposed. The Proposed Project area is located within a developed urban setting and does not contain natural habitat, sensitive biological resources, or known cultural or historical resources.

Because the Proposed Project would not result in ground disturbance, habitat modification, or changes to existing environmental conditions, it would not degrade environmental quality, affect special-status species, or impact cultural or historical resources.

Impact Designation: No Impact.

b) Does the Proposed Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Cumulatively considerable impacts as they relate to land use and planning have the potential to conflict with future land use and development plans for the City and County. The major local project that is cumulatively considerable is the County's Riverview Regional Park. The Riverview Regional Park project was evaluated in a certified EIR in 2013, which analyzed potential impacts associated with park development, including circulation and access. The traffic analysis prepared for the 2013 EIR assumed that Nash Road was fully open to vehicular traffic on a 24-hour basis and functioning as a through roadway within the local circulation network. As such, the EIR's conclusions regarding traffic distribution, roadway capacity, and associated mitigation measures were based on conditions that no longer reflect the existing operational constraints of Nash Road.

Specifically, Nash Road is currently subject to a 12-hour daily closure Monday through Friday to through traffic. This operational constraint fundamentally alters baseline traffic conditions and roadway functionality compared to the assumptions used in the 2013 EIR analysis. As a result, the 2013 EIR's traffic modeling does not accurately represent existing conditions or foreseeable future conditions in the Proposed Project area.

Because the 2013 EIR did not account for the ongoing partial closure of Nash Road, its analysis of traffic distribution, roadway capacity, and intersection performance is no longer valid for cumulative impact assessment. The mitigation measures identified in the2013 EIR that rely on Nash Road functioning as a through roadway—such as roadway improvements intended to increase traffic flow—may no longer be feasible or effective under current conditions.

Accordingly, the traffic impacts associated with Riverview Regional Park must be reevaluated using an updated baseline that reflects the existing 12-hour closure of Nash Road. Without this reevaluation, the cumulative traffic analysis does not provide substantial evidence to support conclusions regarding impact significance or mitigation feasibility.

Given that Nash Road is currently subject to a 12-hour daily closure Monday through Friday, and the Proposed Project would extend this condition to full-time closure, the Proposed Project does not introduce a new circulation pattern but rather formalizes existing conditions. However, as discussed above, the 2013 EIR relied on outdated assumptions that Nash Road would remain open to through traffic on a 24-hour basis. Because those assumptions no longer reflect existing conditions, the cumulative traffic analysis and associated mitigation measures identified in the 2013 EIR are not fully applicable or reliable for evaluating combined impacts.

Notwithstanding this inconsistency, the Proposed Project would not result in a cumulatively considerable contribution to significant impacts, as it does not increase traffic volumes, induce growth, or create new demand on the transportation network beyond existing conditions. Implementation of **Mitigation Measure TRANSPORT-1** would ensure that access for emergency and public services is

maintained. Therefore, cumulative impacts related to transportation, public services, and emergency access would be less than significant.

Impact Designation: Less-than-Significant Impact with Mitigation.

c) Does the Proposed Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

The Proposed Project has limited potential to have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. As evaluated in detail in the transportation and circulation (**Section 3.17**) and hazards and hazardous materials (**Section 3.9**) sections, the primary mechanism by which the Proposed Project could affect human beings is through changes in traffic circulation and potential effects on emergency response access. As demonstrated in the TA (**Appendix A**), all study intersections and roadway segments would continue to operate within acceptable performance standards following redistribution of traffic. Emergency access is preserved and enhanced through implementation of **Mitigation Measure TRANSPORT-1**, which ensures authorized emergency responders direct access through the Nash Road gate via the existing Opticom-compatible preemption system. No construction is proposed, and no new sources of noise, air emissions, or other environmental stressors would be introduced. Therefore, with implementation of **Mitigation Measure TRANSPORT-1**, the Proposed Project would not cause substantial adverse effects on human beings, and impacts would be less than significant.

Impact Designation: Less-Than-Significant Impact with Mitigation.

4 Preparers

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Appendix A
Transportation Analysis

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TRANSPORTATION ANALYSIS

NASH ROAD CLOSURE

Hollister, California
May 7, 2026

LLG Ref. 3-26-4202

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TRANSPORTATION ANALYSIS

NASH ROAD CLOSURE

Hollister, California
May 7, 2026

1.0 INTRODUCTION

The following transportation study has been prepared to determine and evaluate the potential transportation impacts on the local circulation system due to the proposed Nash Road Closure project ("Project"). The Project proposes to permanently close Nash Road to vehicular traffic between West Street and Monterey Street, in the City of Hollister.

The analysis presented in this report includes the following:

- Project Description
- Existing Conditions Discussion
- Study Area, Analysis Approach & Methodology
- Level of Service Standards
- Analysis of Existing Conditions
- Project Trip Rerouting
- Analysis of Existing + Project Scenarios
- Safety/Collision Analysis
- Conclusions & Recommendations

2.0 PROJECT DESCRIPTION

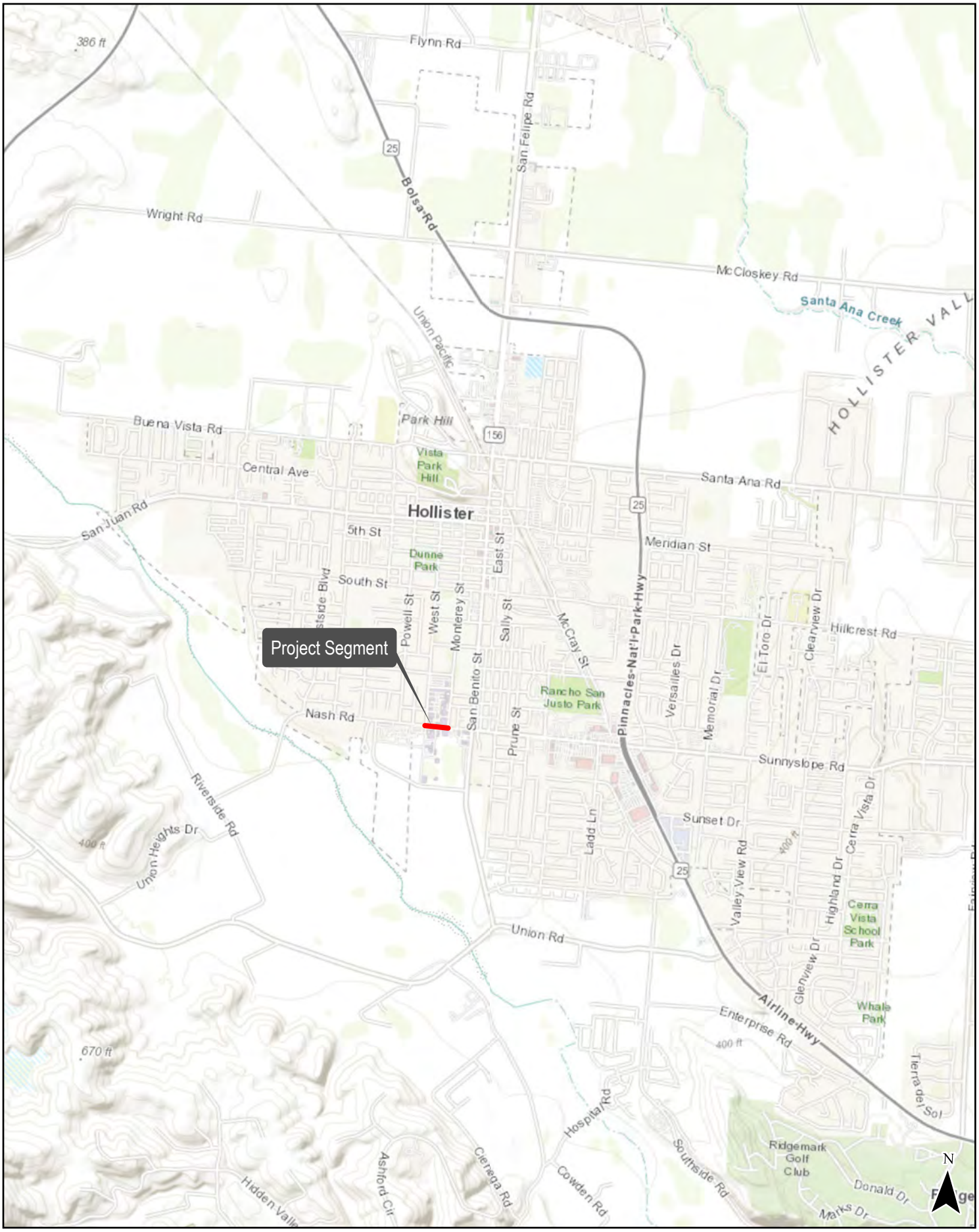
2.1 Project Location

Nash Road is an east-west roadway in the City of Hollister. Nash Road bisects the southern and northern portions of the approximately 50-acre Hollister High School campus between West Street and Monterey Street.

Figure 2–1 shows the vicinity map and ***Figure 2–2*** shows a more detailed Project area map.

2.2 Project Description

Nash Road is currently closed to vehicular traffic between West Street and Monterey Street from 7AM to 7PM on all weekdays, as well as during occasional school events outside of these regular hours. The Project proposes to permanently close this block of Nash Road between West Street and Monterey Street to vehicular traffic, i.e., extend the existing closures to a 24-hour basis including nights and weekends.



N:\4202\Figure
Date: 3/26/2026

Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA,

Figure 2-1
Project Vicinity

Nash Road Closure



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Date: 3/26/2026

Vantor

Figure 2-2
Project Area Map

Nash Road Closure

3.0 EXISTING CONDITIONS

3.1 Study Area

The following study area was selected based on identifying streets and intersections in the vicinity of the proposed Nash Road closure where traffic patterns and/or volumes are likely to be affected during the extended closure hours (weeknights 7PM to 7AM and weekends).

Intersections

1. West Street / Nash Road
2. Monterey Street / Nash Road
3. San Benito Street / Nash Road
4. San Benito Street / River Parkway
5. West Street / B Street
6. Monterey Street / B Street

Street Segments

Nash Road

1. West Street to Monterey Street
2. Monterey Street to San Benito Street

River Parkway

3. Nash Road to San Benito Street

San Benito Street

4. Nash Road to River Parkway

B Street

5. West Street to Monterey Street

Powell Street

6. Nash Road to B Street

West Street

7. Nash Road to B Street

Monterey Street

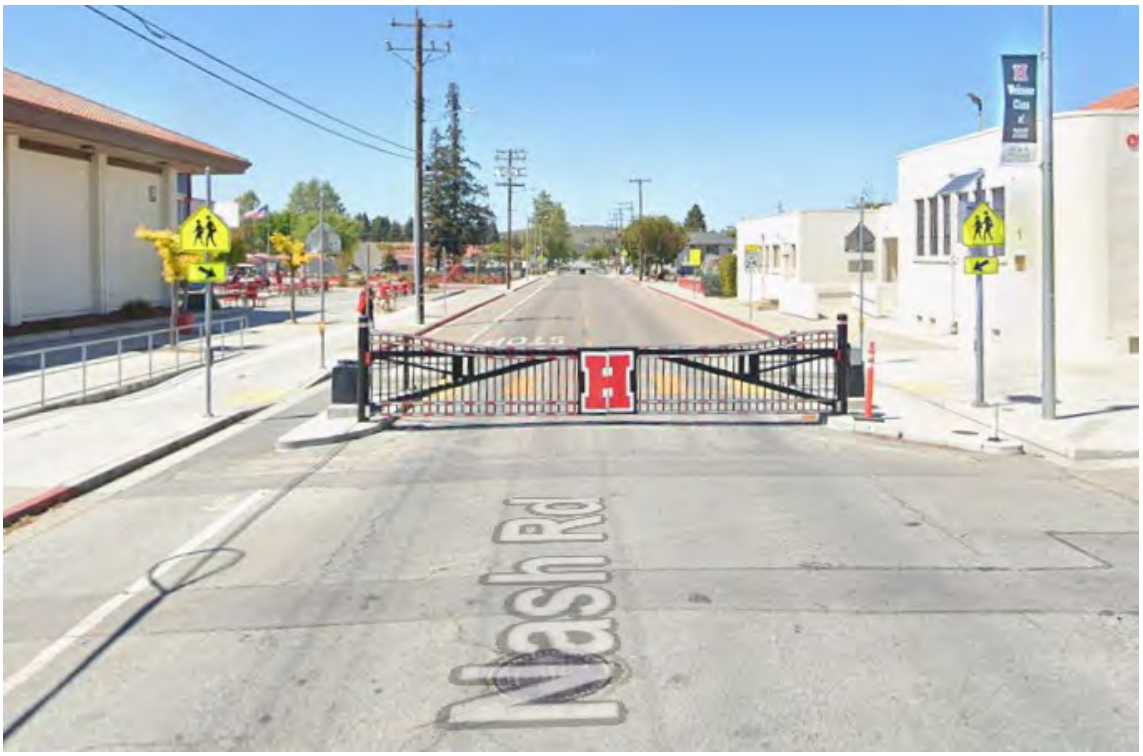
8. Nash Road to B Street

3.2 Existing Street Network

The following is a description of the existing roadway network in the study area. Nash Road abuts the Hollister city limits, and the study area contains locations within both the City of Hollister and unincorporated San Benito County. However, the entire study area is within the City of Hollister's General Plan sphere of influence. Therefore, discussion of roadway classification relies on the City of Hollister General Plan. ***Figure 3–1*** shows an existing conditions diagram, including signalized intersections and lane configurations.

Nash Road is classified as a Major Collector on the City of Hollister General Plan. It is currently built as a two-lane undivided roadway between River Parkway and San Benito Road. Sidewalks are provided on both sides of the roadway, and the posted speed limit is 25 mph. There are no bicycle lanes within the study area. Curbside parking is permitted only on the north side of Nash Road.

As previously mentioned, Nash Road between West Street and Monterey Street is presently closed to vehicular traffic between 7AM and 7PM on weekdays and occasional after-hours school events. This section of Nash Road is closed to vehicular traffic via an automated gate at both ends of the block as depicted below. The street remains accessible to pedestrian and bicycle traffic even when closed to vehicular traffic. Additionally, the gates are equipped with an Opticom-compatible access system to allow for emergency vehicle access when necessary.



Nash Road at Monterey Street

River Parkway is classified as a Collector on the San Benito County General Plan Circulation Element. It is currently built as a two-lane undivided roadway between Nash Road and San Benito Street. There is a shared bicycle/walkway provided on the south side of the roadway and sidewalks provided on the north side. Curbside parking is generally permitted, and the posted speed limit is 25 mph.

San Benito Street is classified on the City of Hollister General Plan as Principal Arterial north of Nash Road and as a Minor Arterial south of Nash Road. It is currently built as a two-lane divided roadway between River Parkway and Nash Road. Sidewalks are provided on the west side only and

curbside parking is permitted on the east side only. There are no bicycle lanes within the study area. The posted speed limit is 25 mph.

B Street is an unclassified local road in the City of Hollister General Plan. B Street is a two-lane undivided roadway with a posted speed limit of 25 mph and curbside parking allowed on both sides.

Powell Street is an unclassified local road in the City of Hollister General Plan. Powell Street is a two-lane undivided roadway with curbside parking allowed on both sides. No posted speed limit was observed; the assumed speed is 25 mph. Powell Street is currently constructed with traffic calming features including speed humps between Nash Road and B Street.

West Street is an unclassified local road in the City of Hollister General Plan. West Street is a two-lane undivided roadway with a posted speed limit of 25 mph and curbside parking allowed on both sides. West Street is constructed with traffic calming features including speed tables between Nash Road and B Street.

Monterey Street is an unclassified local road in the City of Hollister General Plan. Monterey Street is constructed with traffic calming features including speed tables between Nash Road and B Street. The posted speed limit is 25 mph, and on-street angle or parallel parking are allowed on both sides of the road.

3.3 Existing Traffic Volumes

Table 3–1 is a summary of the 24-hour average daily traffic (ADT) counts conducted on Nash Road as well as on the surrounding streets that are expected to receive diverted evening and weekend traffic due to the proposed Project road closure. Seven (7) days of counts were conducted from Thursday, February 26, 2026 through Wednesday, March 4, 2026 when school was in session. The weekday analysis was conservatively based on the highest single day counted at each study area street segment; Saturday is the higher of the two weekend days throughout the study area and therefore this day was analyzed. As shown in *Table 3–1*, there is currently 1,480 weekday ADT occurring between the hours of 7PM-7AM and 5,810 weekend ADT on a 24-hour basis that would need to shift from the closure area to other area streets.

Peak hour turning movement counts at study area intersections were also conducted on Thursday, February 26, 2026. As the roadway is currently closed to vehicles during typical AM/PM peak commuter hours, intersection counts were conducted from 5-7AM and 7-9PM, the hours immediately preceding and following the existing weekday closure period.

Figure 3–2 shows the Existing Weekday Traffic Volumes. ***Figure 3–3*** shows the Existing Saturday ADT traffic volumes. ***Appendix A*** contains the intersection and street segment count sheets.

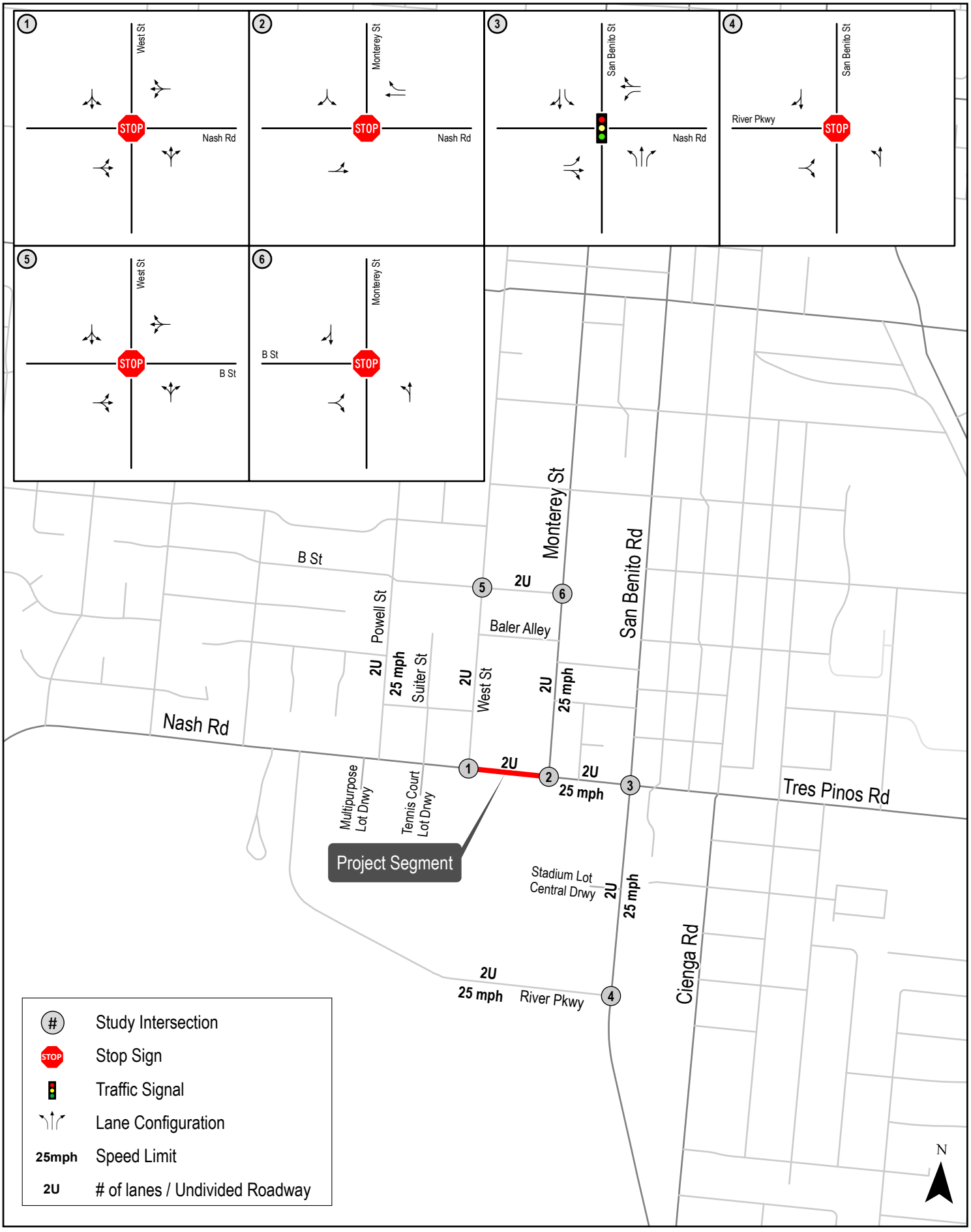
TABLE 3–1
EXISTING TRAFFIC VOLUMES

Street Segment	ADT[a]	
	Weekday [b]	Saturday
Nash Road		
West Street to Monterey Street	1,480	5,810
Monterey Street to San Benito Street	5,070	6,960
River Parkway		
Nash Road to San Benito Street	5,870	1,850
San Benito Street		
Nash Road to River Parkway	7,690	4,480
B Street		
West Street to Monterey Street	4,340	1,360
Powell Street		
Nash Road to B Street	1,270	980
West Street		
Nash Road to B Street	2,520	570
Monterey Street		
Nash Road to B Street	3,600	1,310

Footnotes:

a. Average Daily Traffic Volumes.

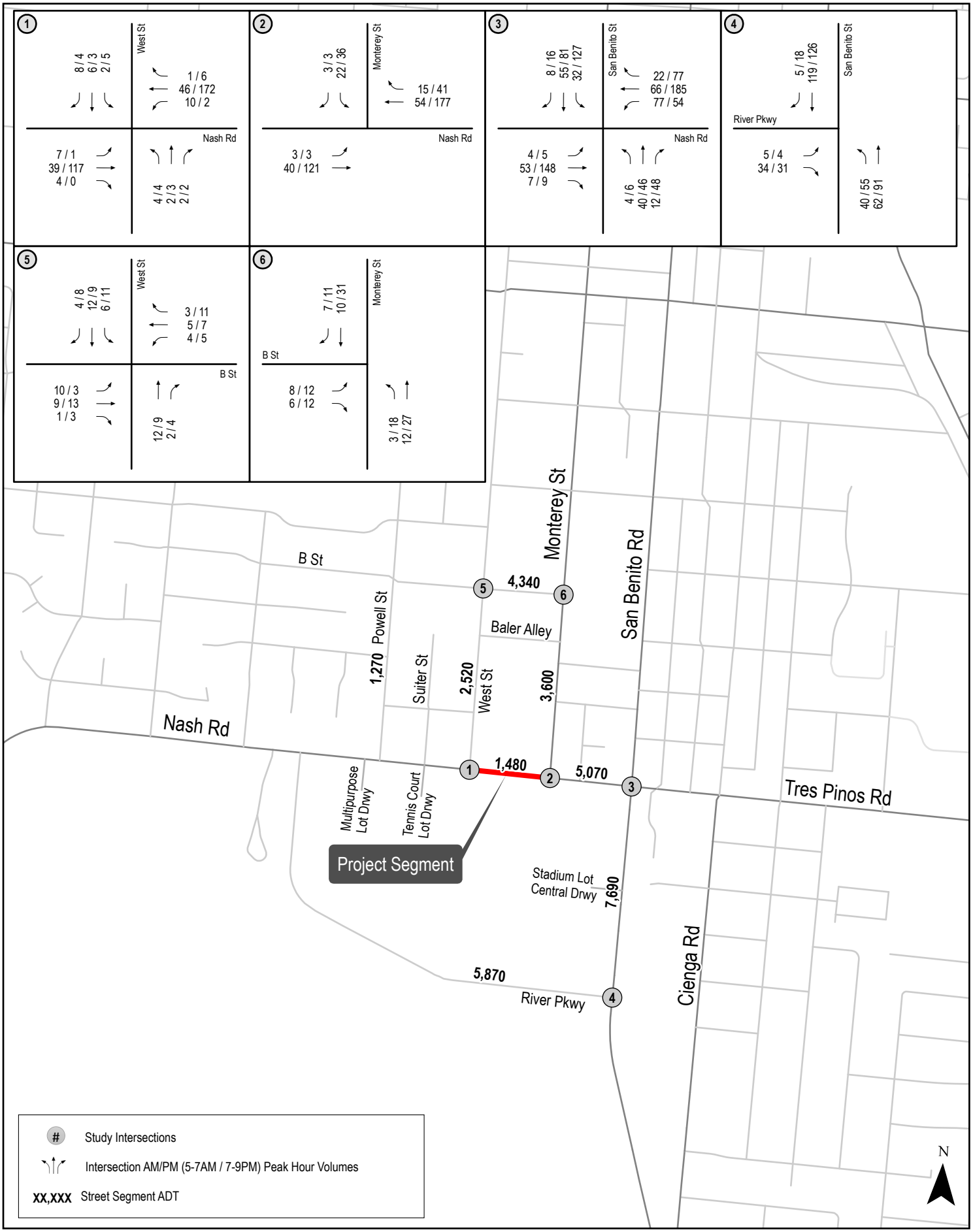
b. Highest daily volume during five-day weekday count period.



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Figure 3-1
Existing Conditions Diagram

Nash Road Closure



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Figure 3-2
Existing Weekday Traffic Volumes

Nash Road Closure



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Date: 4/2/2026

Figure 3-3
Existing Saturday Traffic Volumes

Nash Road Closure

4.0 ANALYSIS APPROACH AND METHODOLOGY

4.1 Analysis Approach

The Project will not generate new vehicular traffic but rather divert existing traffic using Nash Road during the hours it is currently open to other area roadways. This analysis studies the effects of rerouted Project traffic on study area intersections and roadways in terms of Level of Service (LOS).

As the subject section of Nash Road is currently closed to vehicles during typical AM/PM peak commuter hours, peak hour intersection analysis assesses the 5-7AM and 7-9PM periods immediately preceding and following the existing weekday closure period. ***Table 4–1*** shows the analyses to be performed in each scenario.

TABLE 4–1
LEVEL OF SERVICE ANALYSIS SCENARIOS

Scenario	Analysis Performed
Weekday Conditions	
• Existing • Existing with Rerouted Traffic	Peak Hour Intersection Analysis
	Daily Street Segment Analysis
Saturday Conditions	
• Existing • Existing with Rerouted Traffic	Daily Street Segment Analysis

4.2 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

4.2.1 *Intersections*

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in the *Highway Capacity Manual 7th Edition (HCM 7),* with the assistance of the *Synchro* (version 12) software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

Unsignalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay and Levels of Service (LOS) was determined based upon the procedures in the *HCM 7,* with the assistance of the *Synchro* (version 12) software.

4.2.2 *Street Segments*

Level of Service analysis supporting the City of Hollister General Plan Circulation Element is primarily based on intersection operations as intersection delay, control type, and conflicting traffic govern roadway capacity in urban areas. However, the Hollister General Plan does provide general daily capacities for the street classifications set forth in Circulation Element. Street segments are therefore evaluated based on whether or not they are within the stated Circulation Element capacity, without a specific LOS assigned.

5.0 LEVEL OF SERVICE STANDARDS

The study area includes areas within both the City of Hollister and San Benito County, although within the City of Hollister's General Plan Sphere of Influence.

The City of Hollister General Plan Circulation Element has a goal of LOS C or better during peak hours and off-peak hours with certain exceptions. Within the study area, LOS D is acceptable at the intersection of San Benito Street and Nash Road/Tres Pinos Road due to the high volume of school traffic.

San Benito County has a General Plan target goal of LOS D at all locations.

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

Table 6–1 summarizes the weekday peak hour intersection operations in the study area under existing conditions. As shown, the study area intersections operate acceptably at LOS B or better during the (5-7)AM and (7-9)PM peak hours.

Appendix B contains the existing peak hour intersection calculation worksheets.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Weekday	
			Delay[a]	LOS[b]
1. West St / Nash Rd	AWSC [c]	AM	7.5	A
		PM	8.1	A
2. Monterey St / Nash Rd	AWSC	AM	7.7	A
		PM	8.4	A
3. San Benito St / Nash Rd	Signal	AM	14.4	B
		PM	15.1	B
4. San Benito St / River Pkwy	AWSC	AM	8.2	A
		PM	8.5	A
5. West St / B St	AWSC	AM	7.2	A
		PM	7.1	A
6. Monterey St / B St	AWSC	AM	7.1	A
		PM	7.3	A

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. AWSC – All-Way Stop Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

6.2 Daily Street Segment Levels of Service

Table 6–2 summarizes the existing daily street segment operations for both weekday and Saturday conditions. As shown, all study area street segments operate within capacity during both the Weekday and Saturday periods.

TABLE 6–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Classification	Capacity [a]	Weekday		Saturday	
			ADT [b]	Within Capacity?	ADT [b]	Within Capacity?
Nash Road						
West Street to Monterey Street	2-Ln Collector	10,000	1,480	Yes	5,810	Yes
Monterey Street to San Benito Street	2-Ln Collector	10,000	5,070	Yes	6,960	Yes
River Parkway						
Nash Road to San Benito Street	2-Ln Collector	10,000	5,870	Yes	1,850	Yes
San Benito Street						
Nash Road to River Parkway	2-Ln Collector	10,000	7,690	Yes	4,480	Yes
B Street						
West Street to Monterey Street	2-Ln Local Road	5,000	4,340	Yes	1,360	Yes
Powell Street						
Nash Road to B Street	2-Ln Local Road	5,000	1,270	Yes	980	Yes
West Street						
Nash Road to B Street	2-Ln Local Road	5,000	2,520	Yes	570	Yes
Monterey Street						
Nash Road to B Street	2-Ln Local Road	5,000	3,600	Yes	1,310	Yes

Footnotes:

a. Capacities based on City of Hollister General Plan Circulation Element.

b. Average Daily Traffic Volumes.

7.0 PROJECT REROUTED TRAFFIC

7.1 Traffic Subject to Reroute

The Project is not a land use development that would generate new traffic. Rather, it is a transportation network change that would reroute existing traffic within the local area.

Table 7–1 tabulates the total traffic to be rerouted around the closed block of Nash Road with the Project under weekday and Saturday conditions based on the mid-block roadway count.[1]

On a weekday, this segment of Nash Road carries approximately 1,480 ADT between 7PM and 7AM with 129 AM peak hour trips (56 eastbound/ 73 westbound) and 335 PM peak hour trips (140 eastbound/ 195 westbound). On a Saturday, this segment of Nash Road carries approximately 5,810 ADT with 443 trips (223 eastbound/ 220 westbound) during the highest Saturday hour.

TABLE 7–1
TRAFFIC TO BE REROUTED

Traffic to be Rerouted	Scenario	Daily Trip Ends (ADT)	AM Peak Hour Volume			PM Peak Hour Volume		
			EB	WB	Total	EB	WB	Total
Nash Rd, West St to Monterey St	Weekday	1,480 [a]	56	73	129	140	195	335
	Saturday	5,810	223	220	443	—	—	—

Footnotes:

a. Rerouted ADT occurs between 7PM and 7AM, given existing weekday road closure.

General Notes:

- Weekday AM peak period = 5-7AM; PM peak period = 7-9PM
- Saturday peak period = 11AM-noon

7.2 Project Trip Redistribution/Assignment

Trips carried by the subject segment of Nash Road to be closed were rerouted assuming a fixed number of alternate routes, either 1) north, via Monterey Street, B Street, and either Powell Street or West Street; or 2) south via River Parkway and San Benito Street.

These are the most likely streets to receive additional traffic based on their proximity to Nash Road and a comparison of existing daily traffic between weekday conditions, when Nash Road is currently closed between 7AM-7PM, and weekend conditions, when Nash Road is open except for special events. However, in practice, there are a number of alternative routes and route combinations through the local street grid. In this case, rerouted traffic would be diffused to more streets, but with less rerouted traffic on any given street. Therefore, this analysis in this report represents the worst-case scenario in terms of the potential impacts to the key roadways near Nash Road.

[1] Trips counted via intersection turning movement count at either end of this section of Nash Road may vary slightly from the mid-block count due to differences in timing and methods of data collection.

For the purposes of this analysis, 40% of the total traffic to be rerouted is assumed use the northerly route via Monterey Street, B Street, and either Powell Street or West Street and 60% of rerouted traffic is assumed to use the southerly route via River Parkway and San Benito Street. The two routes are approximately equal in terms of driving distance. However, the northerly route entails additional turns and stops at intersections as well as travel along local roads with traffic calming features as described in *Section 3.2*. This results in additional travel time and therefore it is expected that the majority of diverted traffic will prefer River Parkway. Depending on origin/destination, some drivers will nonetheless find the northerly route preferable.

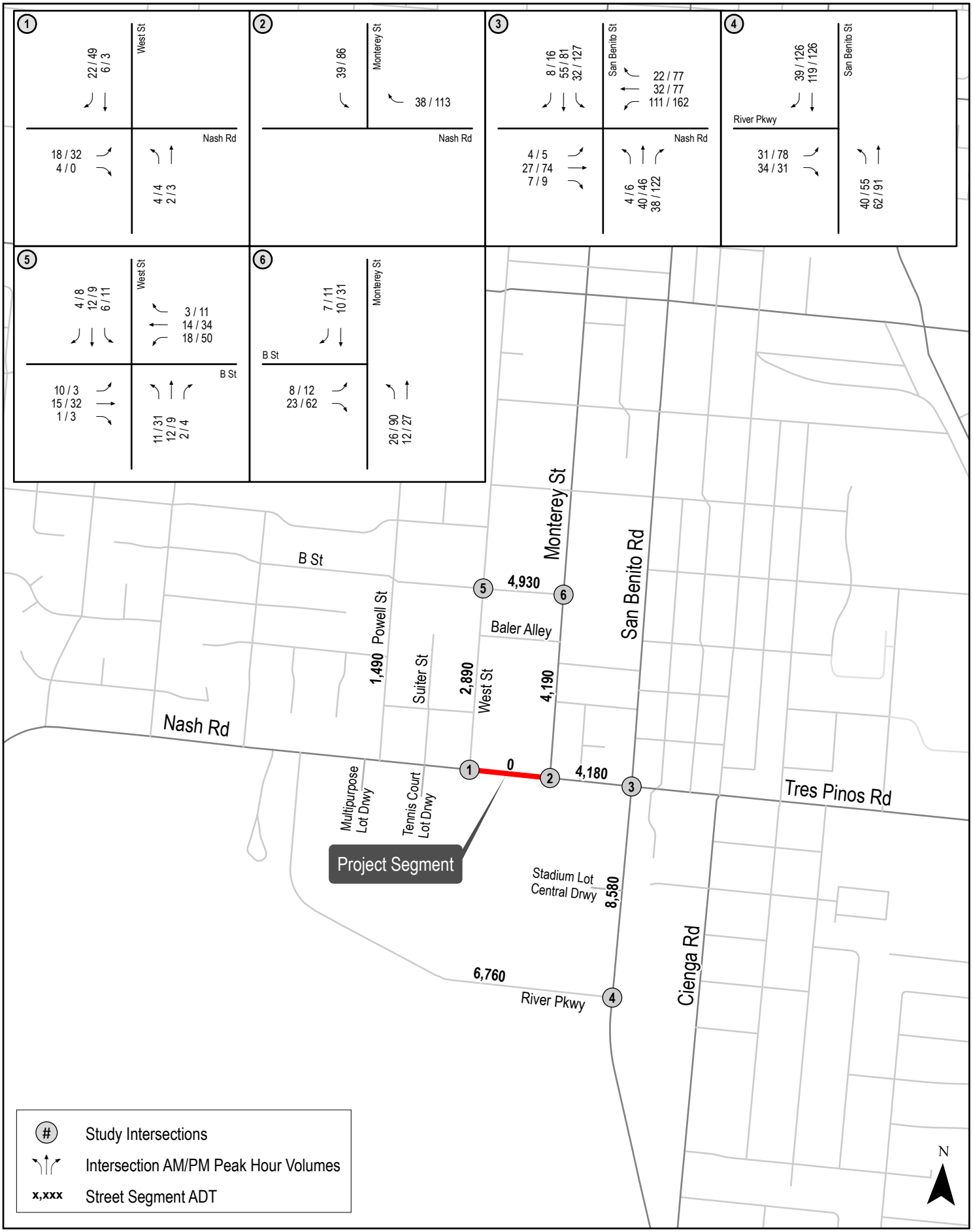
Figure 7–1 shows percentages of rerouted traffic added or subtracted throughout the study area. ***Figure 7–2*** shows the Existing with Rerouted Weekday traffic volumes. ***Figure 7–3*** shows the Existing with Rerouted Saturday traffic volumes.



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Figure 7-1
Distribution of Rerouted Traffic

Nash Road Closure



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Figure 7-2
Existing with Rerouted Weekday Traffic Volumes

Nash Road Closure



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Date: 4/2/2026

Figure 7-3
Existing with Rerouted Saturday Traffic Volumes

Nash Road Closure

8.0 ANALYSIS OF PROJECT SCENARIOS

8.1 Existing with Rerouted Weekday Traffic

8.1.1 *Intersection Analysis*

Table 8–1 summarizes the Existing with Rerouted Weekday traffic intersection operations. As shown in *Table 8–1*, all study area intersections operate acceptably at LOS C or better with the Project-related rerouting of existing traffic volumes during the 5-7AM / 7-9PM peak periods.

Appendix C contains the Existing with Rerouted Weekday traffic peak hour intersection calculation worksheets.

TABLE 8–1
WEEKDAY INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing with Rerouted Traffic		Δ[c]
			Delay[a]	LOS[b]	Delay	LOS	
1. West St / Nash Rd	AWSC [d]	AM	7.5	A	7.1	A	(0.4)
		PM	8.1	A	7.0	A	(1.1)
2. Monterey St / Nash Rd	AWSC	AM	7.7	A	8.0	A	0.3
		PM	8.4	A	7.7	A	(0.7)
3. San Benito St / Nash Rd	Signal	AM	14.4	B	28.4	C	14.0
		PM	15.1	B	17.1	B	2.0
4. San Benito St / River Pkwy	AWSC	AM	8.2	A	10.5	B	2.3
		PM	8.5	A	10.1	B	1.6
5. West St / B St	AWSC	AM	7.2	A	8.1	A	0.9
		PM	7.1	A	7.7	A	0.6
6. Monterey St / B St	AWSC	AM	7.1	A	8.9	A	1.8
		PM	7.3	A	7.9	A	0.6

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ denotes project-related change in delay.
d. AWSC – All-Way Stop Controlled intersection.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

8.1.2 *Segment Operations*

Table 8–2 summarizes the Existing with Rerouted Weekday traffic street segment operations. As shown in *Table 8–2*, all study area street segments are calculated to continue to operate within capacity with the Project-related rerouting of existing traffic.

TABLE 8–2
WEEKDAY STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing		Existing With Rerouted Traffic	
		ADT[b]	Within Capacity?	ADT	Within Capacity?
Nash Road					
West St to Monterey St	10,000	1,480	Yes	— [c]	—
Monterey St to San Benito St	10,000	5,070	Yes	4,180	Yes
River Parkway					
Nash Rd to San Benito St	10,000	5,870	Yes	6,760	Yes
San Benito Street					
Nash Rd to River Pkwy	10,000	7,690	Yes	8,580	Yes
B Street					
West St to Monterey St	5,000	4,340	Yes	4,930	Yes
Powell Street					
Nash Rd to B St	5,000	1,270	Yes	1,490	Yes
West Street					
Nash Rd to B St	5,000	2,520	Yes	2,890	Yes
Monterey Street					
Nash Rd to B St	5,000	3,600	Yes	4,190	Yes

Footnotes:

a. Capacities based on City of Hollister General Plan Circulation Element.
b. Average Daily Traffic
c. Segment to be closed to vehicular traffic with proposed Project.

8.2 Existing with Rerouted Saturday Traffic

8.2.1 *Segment Operations*

Table 8–3 summarizes the Existing with Rerouted Saturday traffic street segment operations. As shown in *Table 8–3*, all study area street segments are calculated to continue to operate within capacity with the Project-related rerouting of existing traffic.

It should be noted that, with the Project-related rerouting of existing traffic, all study area street segments have a lower ADT on a Saturday as compared to a weekday. Thus, all Saturday traffic operations in the study area can generally be assumed to be better than weekday conditions.

TABLE 8–3
SATURDAY STREET SEGMENT OPERATIONS

Street Segment	Existing Capacity (LOS E)[a]	Existing		Existing with Rerouted Traffic	
		ADT[b]	Within Capacity?	ADT	Within Capacity?
Nash Road					
West St to Monterey St	10,000	5,810	Yes	— [c]	—
Monterey St to San Benito St	10,000	6,960	Yes	3,470	Yes
River Parkway					
Nash Rd to San Benito St	10,000	1,850	Yes	5,340	Yes
San Benito Street					
Nash Rd to River Pkwy	10,000	4,480	Yes	7,970	Yes
B Street					
West St to Monterey St	5,000	1,360	Yes	3,680	Yes
Powell Street					
Nash Rd to B St	5,000	980	Yes	1,850	Yes
West Street					
Nash Rd to B St	5,000	570	Yes	2,020	Yes
Monterey Street					
Nash Rd to B St	5,000	1,310	Yes	3,630	Yes

Footnotes:

a. Capacities based on City of Hollister General Plan Circulation Element.
b. Average Daily Traffic
c. Segment to be closed to vehicular traffic with proposed Project.

9.0 SAFETY/COLLISION ANALYSIS

The purpose of this analysis is to identify collision trends on the roadways surrounding the school, expanding and updating a previously completed safety review[2] of the area (see ***Appendix D***). In addition to the six (6) study area intersections assessed elsewhere in this report, collision history was also reviewed for the intersection of Nash Road / River Parkway.

The previous transportation review, conducted in 2023, included a collision analysis for five (5) of the same study intersections covering a five-year period from January 1, 2017 through December 31, 2021. It should be noted that the current intermittent road closure began in October 2018; therefore, this period is approximately 1½ years before and 2½ years after the intermittent road closure began.

Collision data for the study intersections were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the available years following the previous study period (January 1, 2022 through December 31, 2024). Collision history at the study area intersections is shown in ***Table 9–1***.

As shown, the collision frequency in the study area trends downward in the 2022 through 2024 period, with a no more than five (5) collisions in any year. For the 2017 through 2021 period, there were on average eight (8) collisions per year. Reasons for the decreasing trend in traffic accidents could include increased driver familiarity with the current intermittent Nash Road closure and resulting traffic patterns.

Table 9–2 summarizes the types of collisions that were recorded in the Year 2022-2024 period. As shown, the vehicle-vehicle collisions were either of a rear end or broadside type. Three (3) of the collisions involved pedestrians.

SWITRS collision records for Years 2022-2024 are also included in *Appendix D*.

[2] Hollister High School – Transportation Review. Fehr & Peers, February 8, 2023.

TABLE 9–1
TOTAL STUDY AREA COLLISIONS

Intersection	Control Type	2017 [a]	2018 [a]	2019 [a]	2020 [a]	2021 [a]	2022 [b]	2023 [b]	2024 [b]
West St / Nash Rd	AWSC	2	2	0	3	1	0	0	0
Nash Rd / Monterey St	AWSC	2	1	1	1	3	0	0	0
San Benito St / Nash Rd	Signal	5	5	3	2	4	1	2	4
San Benito St / River Parkway	AWSC	N/A [c]	N/A [c]	N/A [c]	N/A [c]	N/A [c]	0	0	0
West St / B St	AWSC	1	0	0	1	1	0	0	0
Monterey St / B St	AWSC	1	0	0	0	3	0	1	0
Nash Rd and River Parkway	AWSC	N/A [c]	N/A [c]	N/A [c]	N/A [c]	N/A [c]	0	0	1
Total		**11**	**8**	**4**	**7**	**12**	**1**	**3**	**5**

Footnotes:

a. Source: Fehr & Peers Transportation Review, 2023.
b. Year 2022-2024 collision data was collected from SWITRS. Retrieved March 23, 2026.
c. Intersection not previously analyzed in 2023 transportation review.

TABLE 9–2
COLLISIONS BY TYPE

Intersection	Control Type	Rear-End	Broadside	Pedestrian
West St / Nash Rd	AWSC	0	0	0
Nash Rd / Monterey St	AWSC	0	5	2
San Benito St / Nash Rd	Signal	0	0	0
San Benito St / River Parkway	AWSC	0	0	0
West St / B St	AWSC	0	0	0
Monterey St / B St	AWSC	1	0	0
Nash Rd and River Parkway	AWSC	0	0	1
	Total	**1**	**5**	**3**

General Notes:
- Years 2022 through 2024
- Source: SWITRS. Retrieved March 23, 2026.

10.0 CONCLUSIONS AND RECOMMENDATIONS

The analysis presented in this report evaluated the proposed closure of Nash Road between West Street and Monterey Street in the City of Hollister to vehicular traffic on a permanent basis. This street segment is currently closed to vehicular traffic on weekdays between 7AM-7PM and for occasional events outside of that timeframe. The proposal is therefore to extend the closure full-time to evenings and weekends. The most constrained period in the street system generally occurs during the weekday AM (7-9AM) and PM (4-6PM) periods. This portion of Nash Road is already closed during these periods. The analysis presented in this report shows that no significant transportation impacts would occur during weekday (7PM-7AM) or weekend conditions if Nash Road is closed permanently.

Additionally, this report presented an updated collision history review and noted a lower number of recorded collisions within the study area from 2022-2024 (previous three years) as compared to 2017-2021 (prior five-year study period). The current intermittent road closure and increasing driver familiarity with this condition may be among the factors that influence this trend.

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TECHNICAL APPENDICES TO THE TRANSPORTATION ANALYSIS
NASH ROAD CLOSURE

Hollister, California
May 7, 2026

LLG Ref. 3-26-4202

APPENDICES

APPENDIX

A. Intersection and Segment Count Sheets

B. Existing Weekday Synchro Intersection Analysis Sheets

C. Existing with Rerouted Weekday Traffic Synchro Intersection Analysis Sheets

D. Collision Data

APPENDIX A

INTERSECTION AND SEGMENT COUNT SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Hollister
N/S: West Street
E/W: Nash Road
Weather: Clear

File Name : 01_HTR_West_Nash AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

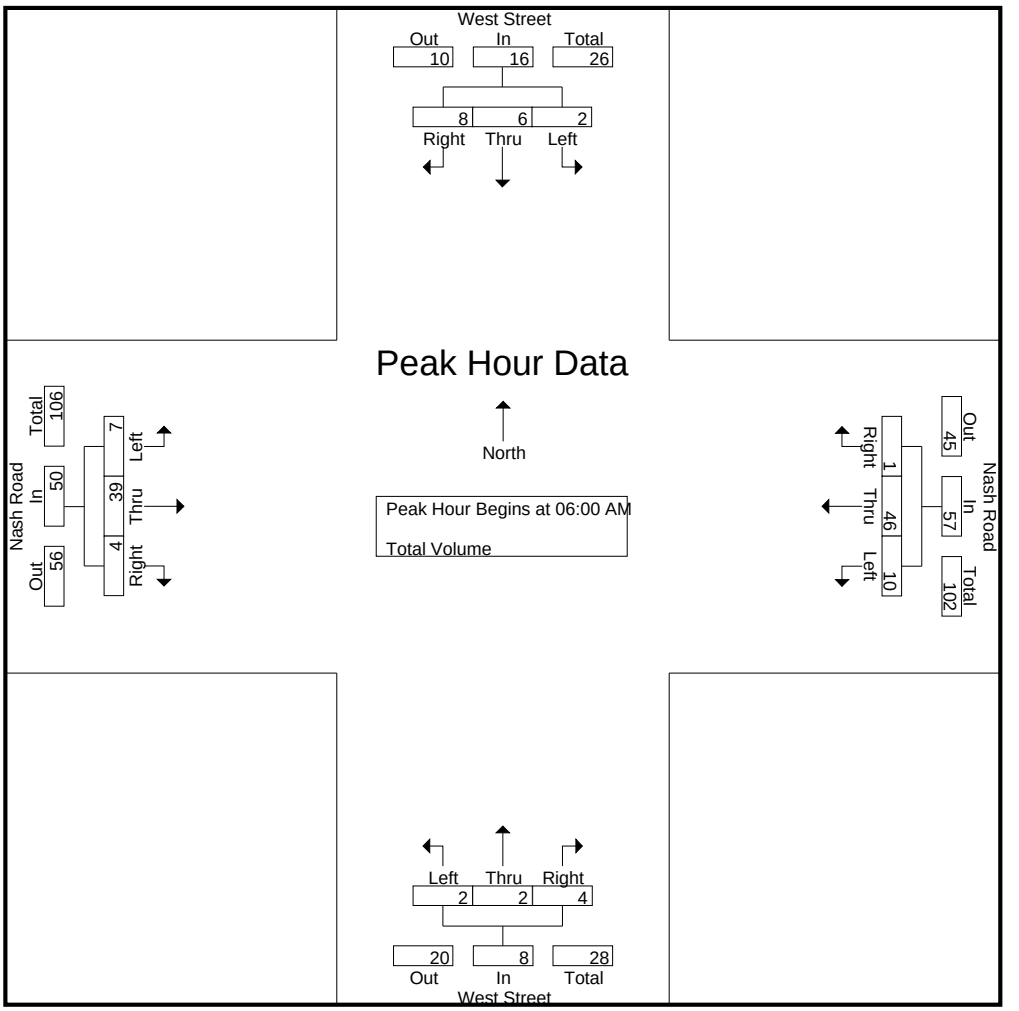
	West Street Southbound				Nash Road Westbound				West Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
05:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	14	0	14	21
05:30 AM	1	0	0	1	1	2	0	3	0	0	0	0	0	7	0	7	11
05:45 AM	0	0	1	1	1	7	3	11	0	0	0	0	1	18	1	20	32
Total	1	0	1	2	2	21	4	27	0	0	0	0	1	46	1	48	77
06:00 AM	2	0	0	2	5	8	0	13	0	0	0	0	0	6	0	6	21
06:15 AM	0	0	1	1	2	12	0	14	0	0	1	1	0	8	1	9	25
06:30 AM	0	1	2	3	1	18	1	20	0	1	1	2	0	12	0	12	37
06:45 AM	0	5	5	10	2	8	0	10	2	1	2	5	7	13	3	23	48
Total	2	6	8	16	10	46	1	57	2	2	4	8	7	39	4	50	131
Grand Total	3	6	9	18	12	67	5	84	2	2	4	8	8	85	5	98	208
Apprch %	16.7	33.3	50		14.3	79.8	6		25	25	50		8.2	86.7	5.1		
Total %	1.4	2.9	4.3	8.7	5.8	32.2	2.4	40.4	1	1	1.9	3.8	3.8	40.9	2.4	47.1	

	West Street Southbound				Nash Road Westbound				West Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	**2**	0	0	2	**5**	8	0	13	0	0	0	0	0	6	0	6	21
06:15 AM	0	0	1	1	2	12	0	14	0	0	1	1	0	8	1	9	25
06:30 AM	0	1	2	3	1	**18**	**1**	**20**	0	**1**	1	2	0	12	0	12	37
06:45 AM	0	**5**	**5**	**10**	2	8	0	10	**2**	1	**2**	**5**	**7**	**13**	**3**	**23**	**48**
Total Volume	2	6	8	16	10	46	1	57	2	2	4	8	7	39	4	50	131
% App. Total	12.5	37.5	50		17.5	80.7	1.8		25	25	50		14	78	8		
PHF	.250	.300	.400	.400	.500	.639	.250	.713	.250	.500	.500	.400	.250	.750	.333	.543	.682

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City of Hollister
N/S: West Street
E/W: Nash Road
Weather: Clear

File Name : 01_HTR_West_Nash AM
Site Code : 05726186
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Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				05:45 AM				06:00 AM				06:00 AM			
+0 mins.	**2**	0	0	2	1	7	**3**	11	0	0	0	0	0	6	0	6
+15 mins.	0	0	1	1	**5**	8	0	13	0	0	1	1	0	8	1	9
+30 mins.	0	1	2	3	2	12	0	14	0	**1**	1	2	0	12	0	12
+45 mins.	0	**5**	**5**	**10**	1	**18**	1	**20**	**2**	1	**2**	**5**	**7**	**13**	**3**	**23**
Total Volume	2	6	8	16	9	45	4	58	2	2	4	8	7	39	4	50
% App. Total	12.5	37.5	50		15.5	77.6	6.9		25	25	50		14	78	8	
PHF	.250	.300	.400	.400	.450	.625	.333	.725	.250	.500	.500	.400	.250	.750	.333	.543

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City of Hollister
N/S: West Street
E/W: Nash Road
Weather: Clear

File Name : 01_HTR_West_Nash PM
Site Code : 05726186
Start Date : 2/26/2026
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Groups Printed- Total Volume

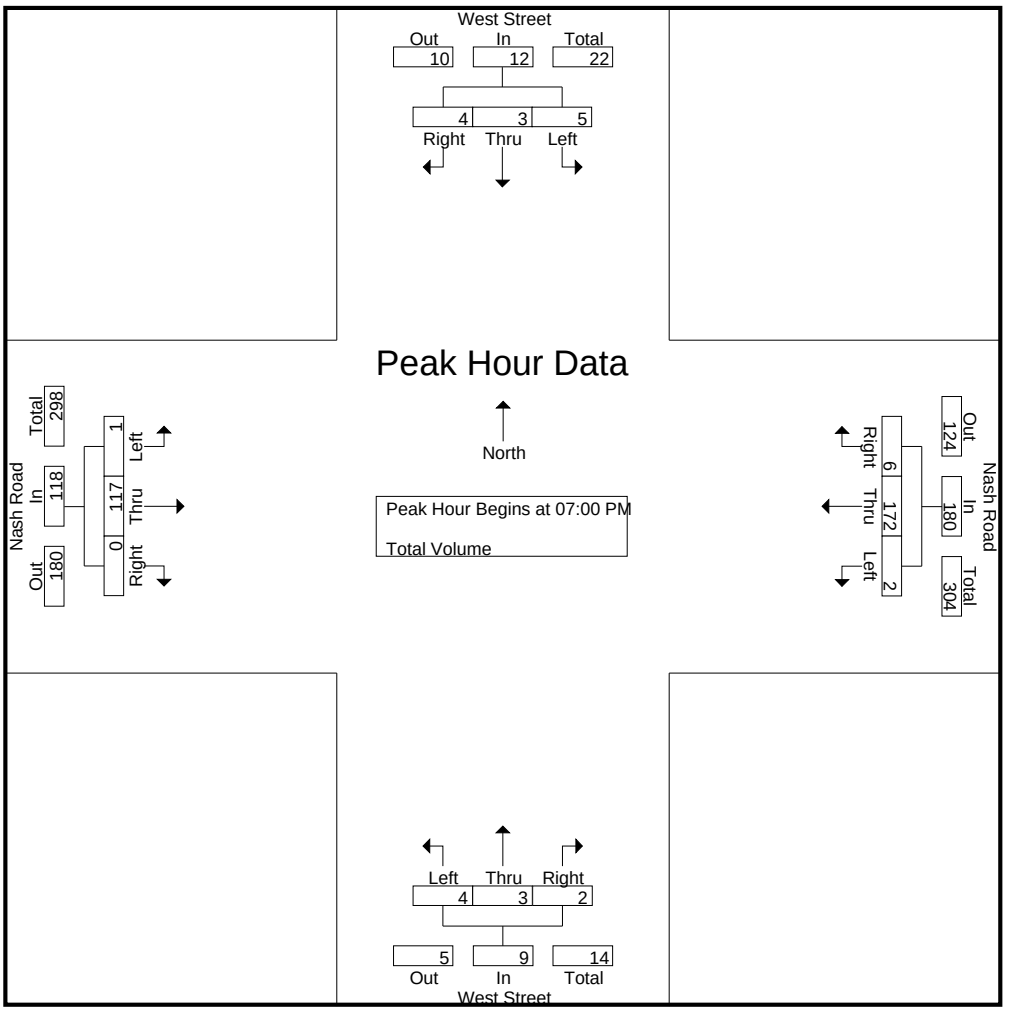
	West Street Southbound				Nash Road Westbound				West Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 PM	2	0	1	3	2	43	2	47	0	0	0	0	0	35	0	35	85
07:15 PM	1	0	1	2	0	35	2	37	0	0	0	0	1	32	0	33	72
07:30 PM	2	0	0	2	0	52	0	52	0	1	0	1	0	19	0	19	74
07:45 PM	0	3	2	5	0	42	2	44	4	2	2	8	0	31	0	31	88
Total	5	3	4	12	2	172	6	180	4	3	2	9	1	117	0	118	319
08:00 PM	1	0	3	4	0	41	0	41	0	0	1	1	0	22	0	22	68
08:15 PM	0	0	0	0	0	45	0	45	0	0	0	0	3	31	0	34	79
08:30 PM	1	0	0	1	0	38	1	39	0	0	0	0	0	11	0	11	51
08:45 PM	1	0	0	1	1	34	0	35	0	0	0	0	1	17	0	18	54
Total	3	0	3	6	1	158	1	160	0	0	1	1	4	81	0	85	252
Grand Total	8	3	7	18	3	330	7	340	4	3	3	10	5	198	0	203	571
Apprch %	44.4	16.7	38.9		0.9	97.1	2.1		40	30	30		2.5	97.5	0		
Total %	1.4	0.5	1.2	3.2	0.5	57.8	1.2	59.5	0.7	0.5	0.5	1.8	0.9	34.7	0	35.6	

	West Street Southbound				Nash Road Westbound				West Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 PM																	
07:00 PM	**2**	0	1	3	**2**	43	**2**	47	0	0	0	0	0	**35**	0	**35**	85
07:15 PM	1	0	1	2	0	35	2	37	0	0	0	0	**1**	32	0	33	72
07:30 PM	2	0	0	2	0	**52**	0	**52**	0	1	0	1	0	19	0	19	74
07:45 PM	0	**3**	**2**	**5**	0	42	2	44	**4**	**2**	**2**	**8**	0	31	0	31	**88**
Total Volume	5	3	4	12	2	172	6	180	4	3	2	9	1	117	0	118	319
% App. Total	41.7	25	33.3		1.1	95.6	3.3		44.4	33.3	22.2		0.8	99.2	0		
PHF	.625	.250	.500	.600	.250	.827	.750	.865	.250	.375	.250	.281	.250	.836	.000	.843	.906

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City of Hollister
N/S: West Street
E/W: Nash Road
Weather: Clear

File Name : 01_HTR_West_Nash PM
Site Code : 05726186
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Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 PM				07:30 PM				07:15 PM				07:00 PM			
+0 mins.	1	0	1	2	0	**52**	0	**52**	0	0	0	0	0	**35**	0	**35**
+15 mins.	**2**	0	0	2	0	42	**2**	44	0	1	0	1	**1**	32	0	33
+30 mins.	0	**3**	2	**5**	0	41	0	41	**4**	**2**	**2**	**8**	0	19	0	19
+45 mins.	1	0	**3**	4	0	45	0	45	0	0	1	1	0	31	0	31
Total Volume	4	3	6	13	0	180	2	182	4	3	3	10	1	117	0	118
% App. Total	30.8	23.1	46.2		0	98.9	1.1		40	30	30		0.8	99.2	0	
PHF	.500	.250	.500	.650	.000	.865	.250	.875	.250	.375	.375	.313	.250	.836	.000	.843

Location: Hollister
N/S: West Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg West Street Pedestrians	East Leg Nash Road Pedestrians	South Leg West Street Pedestrians	West Leg Nash Road Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	1	2	0	3
6:30 AM	0	0	0	1	1
6:45 AM	3	4	3	0	10
TOTAL VOLUMES:	3	5	5	1	14

	North Leg West Street Pedestrians	East Leg Nash Road Pedestrians	South Leg West Street Pedestrians	West Leg Nash Road Pedestrians	
7:00 PM	1	1	2	0	4
7:15 PM	0	0	3	0	3
7:30 PM	4	0	1	0	5
7:45 PM	0	0	1	0	1
8:00 PM	0	0	0	0	0
8:15 PM	1	0	0	0	1
8:30 PM	0	1	1	0	2
8:45 PM	3	0	4	0	7
TOTAL VOLUMES:	9	2	12	0	23

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Location: Hollister
N/S: West Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound West Street			Westbound Nash Road			Northbound West Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound West Street			Westbound Nash Road			Northbound West Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	2	1	0	0	2	0	0	0	0	0	2	0	7

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City of Hollister
N/S: Monterey Street
E/W: Nash Road
Weather: Clear

File Name : 02_HTR_Mon_Nash AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

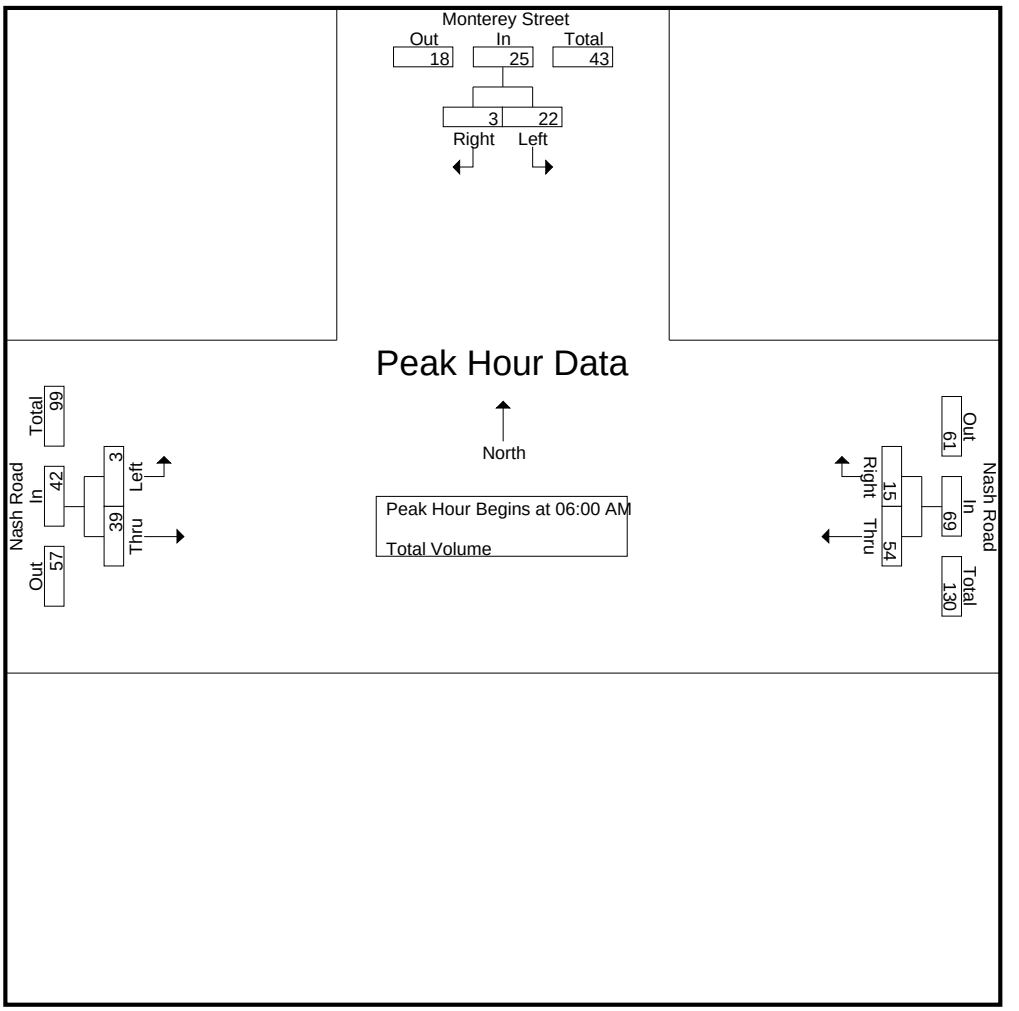
	Monterey Street Southbound			Nash Road Westbound			Nash Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
05:00 AM	1	0	1	6	1	7	0	7	7	15
05:15 AM	1	1	2	6	1	7	0	14	14	23
05:30 AM	3	1	4	4	0	4	0	9	9	17
05:45 AM	1	1	2	9	3	12	2	16	18	32
Total	6	3	9	25	5	30	2	46	48	87
06:00 AM	3	1	4	12	0	12	0	7	7	23
06:15 AM	4	0	4	15	0	15	2	7	9	28
06:30 AM	1	2	3	21	2	23	0	12	12	38
06:45 AM	14	0	14	6	13	19	1	13	14	47
Total	22	3	25	54	15	69	3	39	42	136
Grand Total	28	6	34	79	20	99	5	85	90	223
Apprch %	82.4	17.6		79.8	20.2		5.6	94.4		
Total %	12.6	2.7	15.2	35.4	9	44.4	2.2	38.1	40.4	

	Monterey Street Southbound			Nash Road Westbound			Nash Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 AM										
06:00 AM	3	1	4	12	0	12	0	7	7	23
06:15 AM	4	0	4	15	0	15	**2**	7	9	28
06:30 AM	1	**2**	3	**21**	2	**23**	0	12	12	38
06:45 AM	**14**	0	**14**	6	**13**	19	1	**13**	**14**	**47**
Total Volume	22	3	25	54	15	69	3	39	42	136
% App. Total	88	12		78.3	21.7		7.1	92.9		
PHF	.393	.375	.446	.643	.288	.750	.375	.750	.750	.723

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City of Hollister
N/S: Monterey Street
E/W: Nash Road
Weather: Clear

File Name : 02_HTR_Mon_Nash AM
Site Code : 05726186
Start Date : 2/26/2026
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Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM			06:00 AM			05:00 AM		
+0 mins.	3	1	4	12	0	12	0	7	7
+15 mins.	4	0	4	15	0	15	0	14	14
+30 mins.	1	**2**	3	**21**	2	**23**	0	9	9
+45 mins.	**14**	0	**14**	6	**13**	19	**2**	**16**	**18**
Total Volume	22	3	25	54	15	69	2	46	48
% App. Total	88	12		78.3	21.7		4.2	95.8	
PHF	.393	.375	.446	.643	.288	.750	.250	.719	.667

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City of Hollister
N/S: Monterey Street
E/W: Nash Road
Weather: Clear

File Name : 02_HTR_Mon_Nash PM
Site Code : 05726186
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Groups Printed- Total Volume

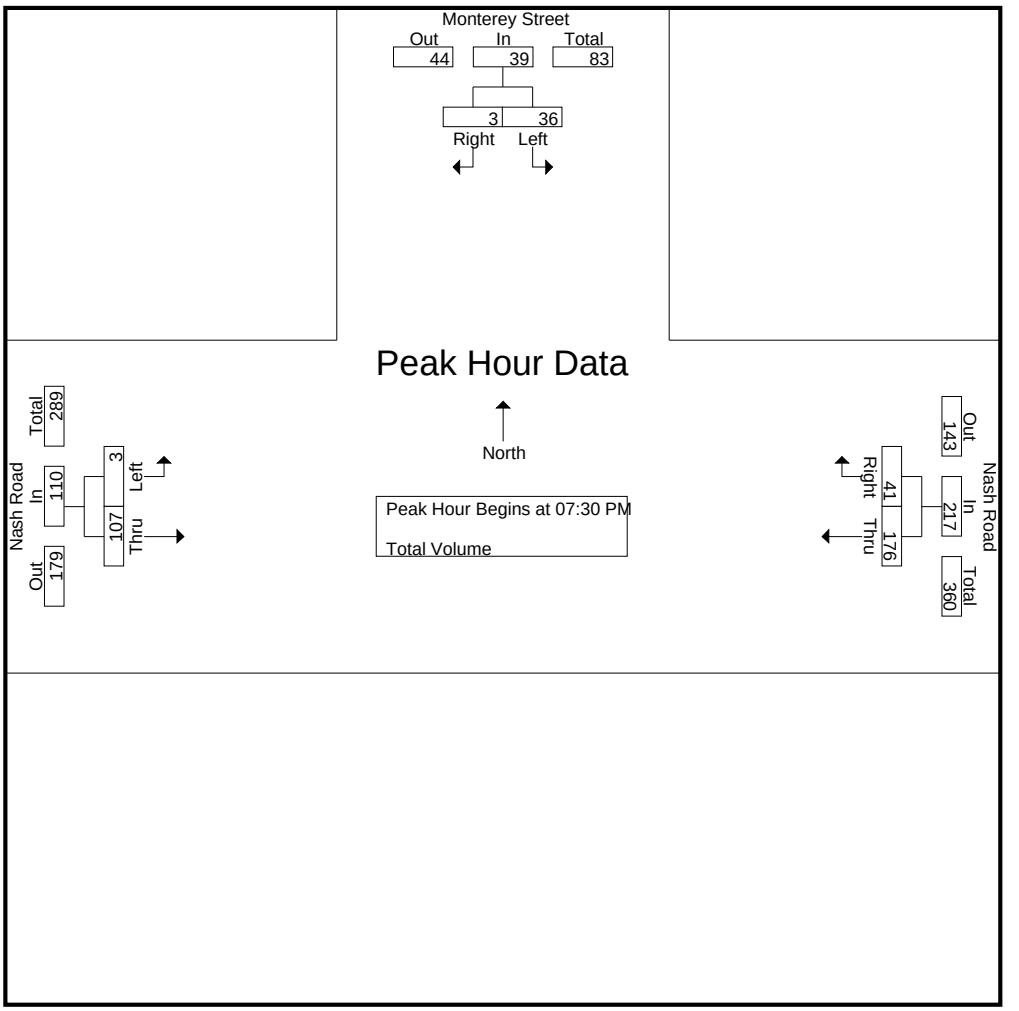
	Monterey Street Southbound			Nash Road Westbound			Nash Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 PM	14	0	14	40	11	51	2	33	35	100
07:15 PM	4	1	5	41	2	43	1	32	33	81
07:30 PM	10	1	11	50	7	57	1	21	22	90
07:45 PM	6	0	6	46	8	54	1	33	34	94
Total	34	2	36	177	28	205	5	119	124	365
08:00 PM	12	2	14	36	10	46	0	24	24	84
08:15 PM	8	0	8	44	16	60	1	29	30	98
08:30 PM	8	1	9	38	4	42	1	10	11	62
08:45 PM	6	2	8	29	10	39	0	23	23	70
Total	34	5	39	147	40	187	2	86	88	314
Grand Total	68	7	75	324	68	392	7	205	212	679
Apprch %	90.7	9.3		82.7	17.3		3.3	96.7		
Total %	10	1	11	47.7	10	57.7	1	30.2	31.2	

	Monterey Street Southbound			Nash Road Westbound			Nash Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 PM										
07:30 PM	10	1	11	**50**	7	57	**1**	21	22	90
07:45 PM	6	0	6	46	8	54	1	**33**	**34**	94
08:00 PM	**12**	**2**	**14**	36	10	46	0	24	24	84
08:15 PM	8	0	8	44	**16**	**60**	1	29	30	**98**
Total Volume	36	3	39	176	41	217	3	107	110	366
% App. Total	92.3	7.7		81.1	18.9		2.7	97.3		
PHF	.750	.375	.696	.880	.641	.904	.750	.811	.809	.934

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City of Hollister
N/S: Monterey Street
E/W: Nash Road
Weather: Clear

File Name : 02_HTR_Mon_Nash PM
Site Code : 05726186
Start Date : 2/26/2026
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Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 PM			07:30 PM			07:00 PM		
+0 mins.	10	1	11	**50**	7	57	**2**	**33**	**35**
+15 mins.	6	0	6	46	8	54	1	32	33
+30 mins.	**12**	**2**	**14**	36	10	46	1	21	22
+45 mins.	8	0	8	44	**16**	**60**	1	33	34
Total Volume	36	3	39	176	41	217	5	119	124
% App. Total	92.3	7.7		81.1	18.9		4	96	
PHF	.750	.375	.696	.880	.641	.904	.625	.902	.886

Location: Hollister
N/S: Monterey Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg Monterey Street Pedestrians	East Leg Nash Road Pedestrians	South Leg Monterey Street Pedestrians	West Leg Nash Road Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	3	0	3
6:30 AM	0	0	0	0	0
6:45 AM	8	0	0	10	18
TOTAL VOLUMES:	8	0	3	10	21

	North Leg Monterey Street Pedestrians	East Leg Nash Road Pedestrians	South Leg Monterey Street Pedestrians	West Leg Nash Road Pedestrians	
7:00 PM	0	0	1	1	2
7:15 PM	1	0	2	2	5
7:30 PM	4	0	0	0	4
7:45 PM	0	0	0	13	13
8:00 PM	0	0	0	26	26
8:15 PM	1	0	0	6	7
8:30 PM	0	0	0	40	40
8:45 PM	0	0	3	1	4
TOTAL VOLUMES:	6	0	6	89	101

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Location: Hollister
N/S: Monterey Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound Monterey Street			Westbound Nash Road			Northbound Monterey Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	0	1	0	0	0	0	0	0	3

	Southbound Monterey Street			Westbound Nash Road			Northbound Monterey Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 PM	0	0	1	0	0	0	0	0	0	1	1	0	3
8:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	1	0	0	0	0	0	0	1	4	0	7

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City of Hollister
N/S: San Benito Street
E/W: Nash Road
Weather: Clear

File Name : 03_HTR_SB_Nash AM
Site Code : 05726186
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Groups Printed- Total Volume

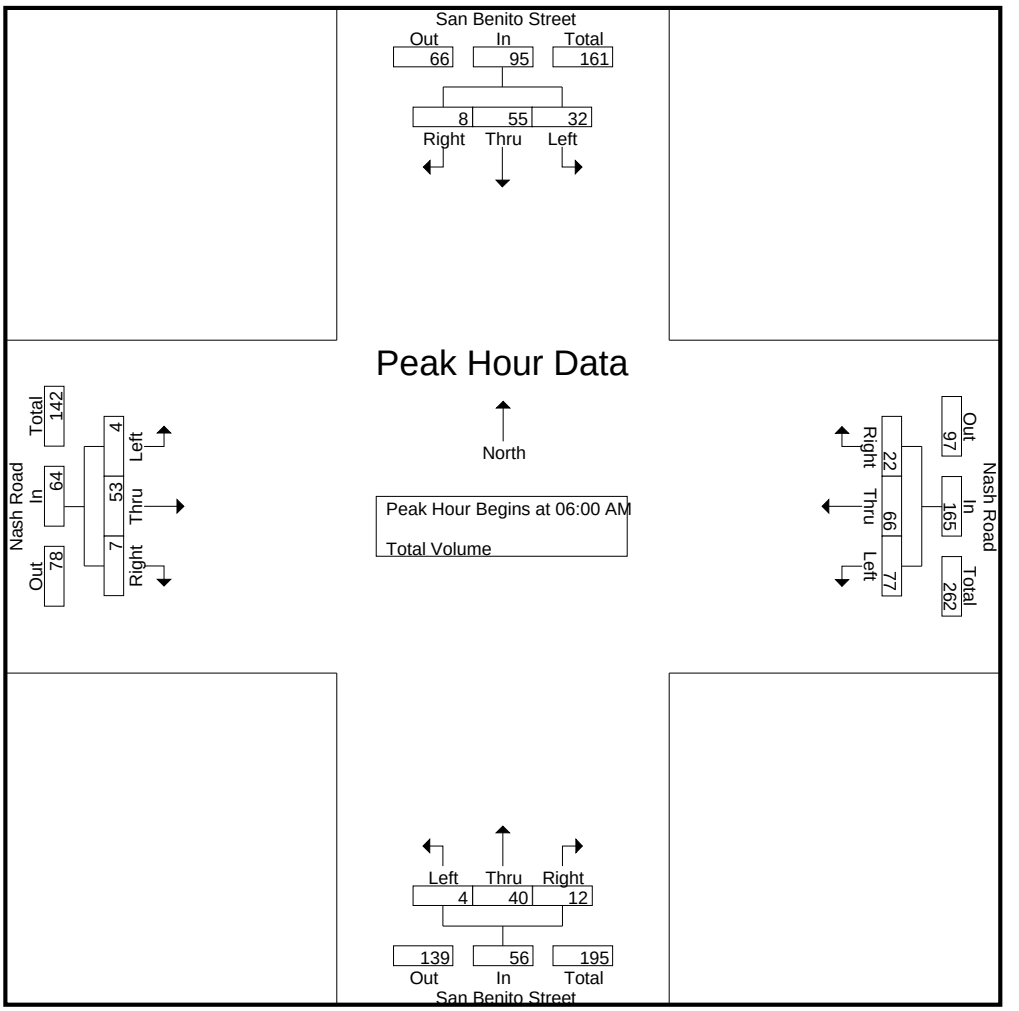
	San Benito Street Southbound				Nash Road Westbound				San Benito Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	2	11	0	13	8	7	1	16	0	6	1	7	1	6	1	8	44
05:15 AM	5	4	0	9	7	6	0	13	0	6	2	8	0	13	1	14	44
05:30 AM	7	17	1	25	7	2	2	11	0	3	2	5	1	8	3	12	53
05:45 AM	4	10	2	16	9	7	3	19	3	5	0	8	1	12	1	14	57
Total	18	42	3	63	31	22	6	59	3	20	5	28	3	39	6	48	198
06:00 AM	6	10	1	17	13	12	1	26	0	4	0	4	0	12	1	13	60
06:15 AM	8	10	2	20	22	11	5	38	1	7	2	10	0	9	3	12	80
06:30 AM	8	14	4	26	16	20	5	41	1	10	1	12	1	13	0	14	93
06:45 AM	10	21	1	32	26	23	11	60	2	19	9	30	3	19	3	25	147
Total	32	55	8	95	77	66	22	165	4	40	12	56	4	53	7	64	380
Grand Total	50	97	11	158	108	88	28	224	7	60	17	84	7	92	13	112	578
Apprch %	31.6	61.4	7		48.2	39.3	12.5		8.3	71.4	20.2		6.2	82.1	11.6		
Total %	8.7	16.8	1.9	27.3	18.7	15.2	4.8	38.8	1.2	10.4	2.9	14.5	1.2	15.9	2.2	19.4	

	San Benito Street Southbound				Nash Road Westbound				San Benito Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	6	10	1	17	13	12	1	26	0	4	0	4	0	12	1	13	60
06:15 AM	8	10	2	20	22	11	5	38	1	7	2	10	0	9	**3**	12	80
06:30 AM	8	14	**4**	26	16	20	5	41	1	10	1	12	1	13	0	14	93
06:45 AM	**10**	**21**	1	**32**	**26**	**23**	**11**	**60**	**2**	**19**	**9**	**30**	**3**	**19**	3	**25**	**147**
Total Volume	32	55	8	95	77	66	22	165	4	40	12	56	4	53	7	64	380
% App. Total	33.7	57.9	8.4		46.7	40	13.3		7.1	71.4	21.4		6.2	82.8	10.9		
PHF	.800	.655	.500	.742	.740	.717	.500	.688	.500	.526	.333	.467	.333	.697	.583	.640	.646

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City of Hollister
N/S: San Benito Street
E/W: Nash Road
Weather: Clear

File Name : 03_HTR_SB_Nash AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	6	10	1	17	13	12	1	26	0	4	0	4	0	12	1	13
+15 mins.	8	10	2	20	22	11	5	38	1	7	2	10	0	9	**3**	12
+30 mins.	8	14	**4**	26	16	20	5	41	1	10	1	12	1	13	0	14
+45 mins.	**10**	**21**	1	**32**	**26**	**23**	**11**	**60**	**2**	**19**	**9**	**30**	**3**	**19**	3	**25**
Total Volume	32	55	8	95	77	66	22	165	4	40	12	56	4	53	7	64
% App. Total	33.7	57.9	8.4		46.7	40	13.3		7.1	71.4	21.4		6.2	82.8	10.9	
PHF	.800	.655	.500	.742	.740	.717	.500	.688	.500	.526	.333	.467	.333	.697	.583	.640

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City of Hollister
N/S: San Benito Street
E/W: Nash Road
Weather: Clear

File Name : 03_HTR_SB_Nash PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

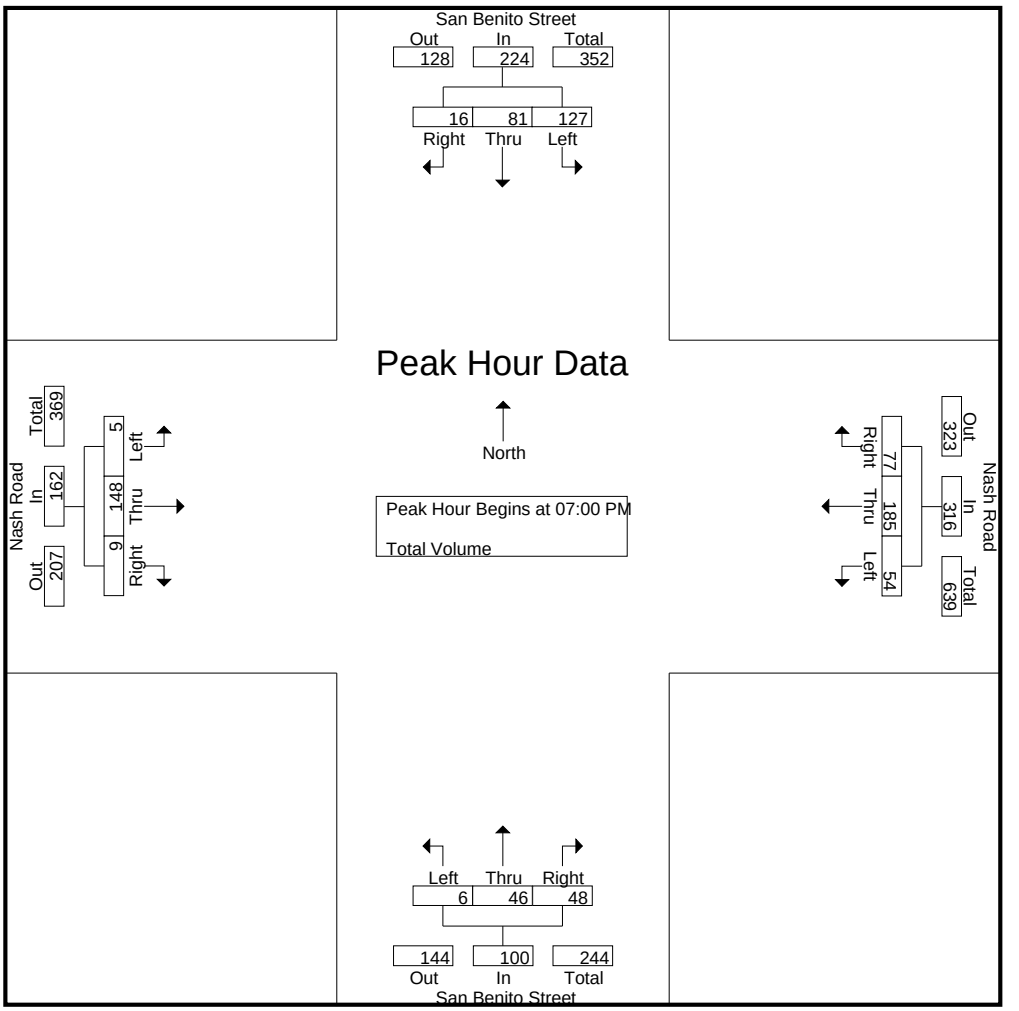
	San Benito Street Southbound				Nash Road Westbound				San Benito Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 PM	43	33	1	77	15	49	18	82	3	11	17	31	3	42	4	49	239
07:15 PM	36	21	4	61	11	44	23	78	1	15	9	25	0	35	2	37	201
07:30 PM	25	13	8	46	16	42	15	73	2	9	11	22	0	35	2	37	178
07:45 PM	23	14	3	40	12	50	21	83	0	11	11	22	2	36	1	39	184
Total	127	81	16	224	54	185	77	316	6	46	48	100	5	148	9	162	802
08:00 PM	21	20	2	43	5	48	19	72	1	8	13	22	1	36	3	40	177
08:15 PM	22	18	3	43	8	53	15	76	5	10	13	28	1	38	3	42	189
08:30 PM	23	14	1	38	5	39	16	60	1	6	8	15	1	15	3	19	132
08:45 PM	34	14	3	51	5	36	13	54	2	5	5	12	1	20	3	24	141
Total	100	66	9	175	23	176	63	262	9	29	39	77	4	109	12	125	639
Grand Total	227	147	25	399	77	361	140	578	15	75	87	177	9	257	21	287	1441
Apprch %	56.9	36.8	6.3		13.3	62.5	24.2		8.5	42.4	49.2		3.1	89.5	7.3		
Total %	15.8	10.2	1.7	27.7	5.3	25.1	9.7	40.1	1	5.2	6	12.3	0.6	17.8	1.5	19.9	

	San Benito Street Southbound				Nash Road Westbound				San Benito Street Northbound				Nash Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 PM																	
07:00 PM	**43**	**33**	1	**77**	15	49	18	82	**3**	11	**17**	**31**	**3**	**42**	**4**	**49**	**239**
07:15 PM	36	21	4	61	11	44	**23**	78	1	**15**	9	25	0	35	2	37	201
07:30 PM	25	13	**8**	46	**16**	42	15	73	2	9	11	22	0	35	2	37	178
07:45 PM	23	14	3	40	12	**50**	21	**83**	0	11	11	22	2	36	1	39	184
Total Volume	127	81	16	224	54	185	77	316	6	46	48	100	5	148	9	162	802
% App. Total	56.7	36.2	7.1		17.1	58.5	24.4		6	46	48		3.1	91.4	5.6		
PHF	.738	.614	.500	.727	.844	.925	.837	.952	.500	.767	.706	.806	.417	.881	.563	.827	.839

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City of Hollister
N/S: San Benito Street
E/W: Nash Road
Weather: Clear

File Name : 03_HTR_SB_Nash PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 PM				07:00 PM				07:00 PM				07:00 PM			
+0 mins.	**43**	**33**	1	**77**	15	49	18	82	**3**	11	**17**	**31**	**3**	**42**	**4**	**49**
+15 mins.	36	21	4	61	11	44	**23**	78	1	**15**	9	25	0	35	2	37
+30 mins.	25	13	**8**	46	**16**	42	15	73	2	9	11	22	0	35	2	37
+45 mins.	23	14	3	40	12	**50**	21	**83**	0	11	11	22	2	36	1	39
Total Volume	127	81	16	224	54	185	77	316	6	46	48	100	5	148	9	162
% App. Total	56.7	36.2	7.1		17.1	58.5	24.4		6	46	48		3.1	91.4	5.6	
PHF	.738	.614	.500	.727	.844	.925	.837	.952	.500	.767	.706	.806	.417	.881	.563	.827

Location: Hollister
N/S: San Benito Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg San Benito Street	East Leg Nash Road	South Leg San Benito Street	West Leg Nash Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	2	0	0	0	2
6:30 AM	0	0	0	0	0
6:45 AM	1	0	0	0	1
TOTAL VOLUMES:	3	0	0	0	3

	North Leg San Benito Street	East Leg Nash Road	South Leg San Benito Street	West Leg Nash Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 PM	0	0	0	0	0
7:15 PM	0	0	0	0	0
7:30 PM	3	1	0	0	4
7:45 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:15 PM	0	0	0	1	1
8:30 PM	1	0	0	0	1
8:45 PM	1	1	1	0	3
TOTAL VOLUMES:	5	2	1	1	9

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Location: Hollister
N/S: San Benito Street
E/W: Nash Road

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound San Benito Street			Westbound Nash Road			Northbound San Benito Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	1	1	0	0	0	2	1	6

	Southbound San Benito Street			Westbound Nash Road			Northbound San Benito Street			Eastbound Nash Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	2	0	0	0	2	0	1	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	1	0	0	2	1	1	2	9

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City of Hollister
N/S: San Benito Street
E/W: River Parkway
Weather: Clear

File Name : 04_HTR_SB_River AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

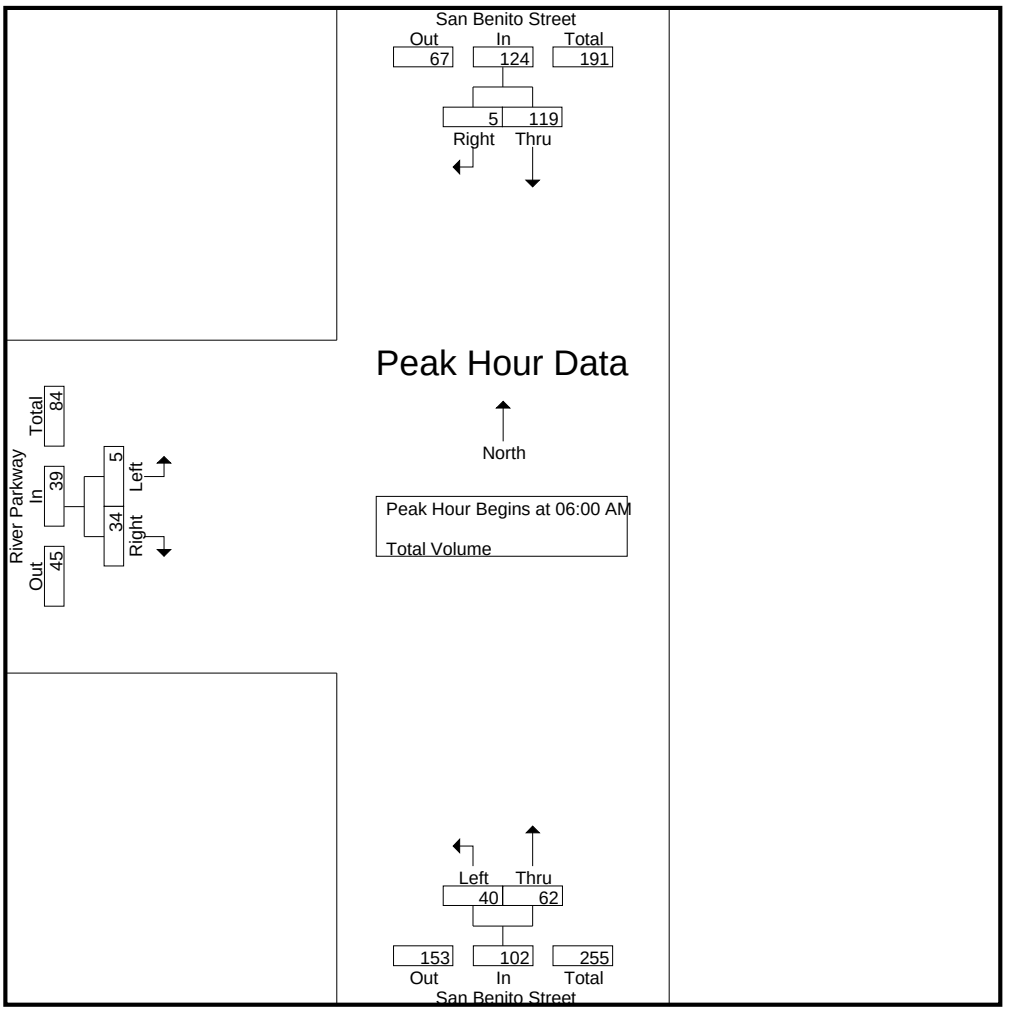
	San Benito Street Southbound			San Benito Street Northbound			River Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
05:00 AM	20	0	20	0	7	7	0	1	1	28
05:15 AM	15	0	15	3	7	10	0	3	3	28
05:30 AM	28	0	28	1	5	6	1	2	3	37
05:45 AM	17	0	17	2	9	11	0	4	4	32
Total	80	0	80	6	28	34	1	10	11	125
06:00 AM	22	0	22	3	6	9	0	7	7	38
06:15 AM	34	0	34	8	13	21	0	7	7	62
06:30 AM	28	3	31	8	16	24	0	9	9	64
06:45 AM	35	2	37	21	27	48	5	11	16	101
Total	119	5	124	40	62	102	5	34	39	265
Grand Total	199	5	204	46	90	136	6	44	50	390
Apprch %	97.5	2.5		33.8	66.2		12	88		
Total %	51	1.3	52.3	11.8	23.1	34.9	1.5	11.3	12.8	

	San Benito Street Southbound			San Benito Street Northbound			River Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 AM										
06:00 AM	22	0	22	3	6	9	0	7	7	38
06:15 AM	34	0	34	8	13	21	0	7	7	62
06:30 AM	28	**3**	31	8	16	24	0	9	9	64
06:45 AM	**35**	2	**37**	**21**	**27**	**48**	**5**	**11**	**16**	**101**
Total Volume	119	5	124	40	62	102	5	34	39	265
% App. Total	96	4		39.2	60.8		12.8	87.2		
PHF	.850	.417	.838	.476	.574	.531	.250	.773	.609	.656

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City of Hollister
N/S: San Benito Street
E/W: River Parkway
Weather: Clear

File Name : 04_HTR_SB_River AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM			06:00 AM			06:00 AM		
+0 mins.	22	0	22	3	6	9	0	7	7
+15 mins.	34	0	34	8	13	21	0	7	7
+30 mins.	28	**3**	31	8	16	24	0	9	9
+45 mins.	**35**	2	**37**	**21**	**27**	**48**	**5**	**11**	**16**
Total Volume	119	5	124	40	62	102	5	34	39
% App. Total	96	4		39.2	60.8		12.8	87.2	
PHF	.850	.417	.838	.476	.574	.531	.250	.773	.609

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City of Hollister
N/S: San Benito Street
E/W: River Parkway
Weather: Clear

File Name : 04_HTR_SB_River PM
Site Code : 05726186
Start Date : 2/26/2026

Groups Printed- Total Volume

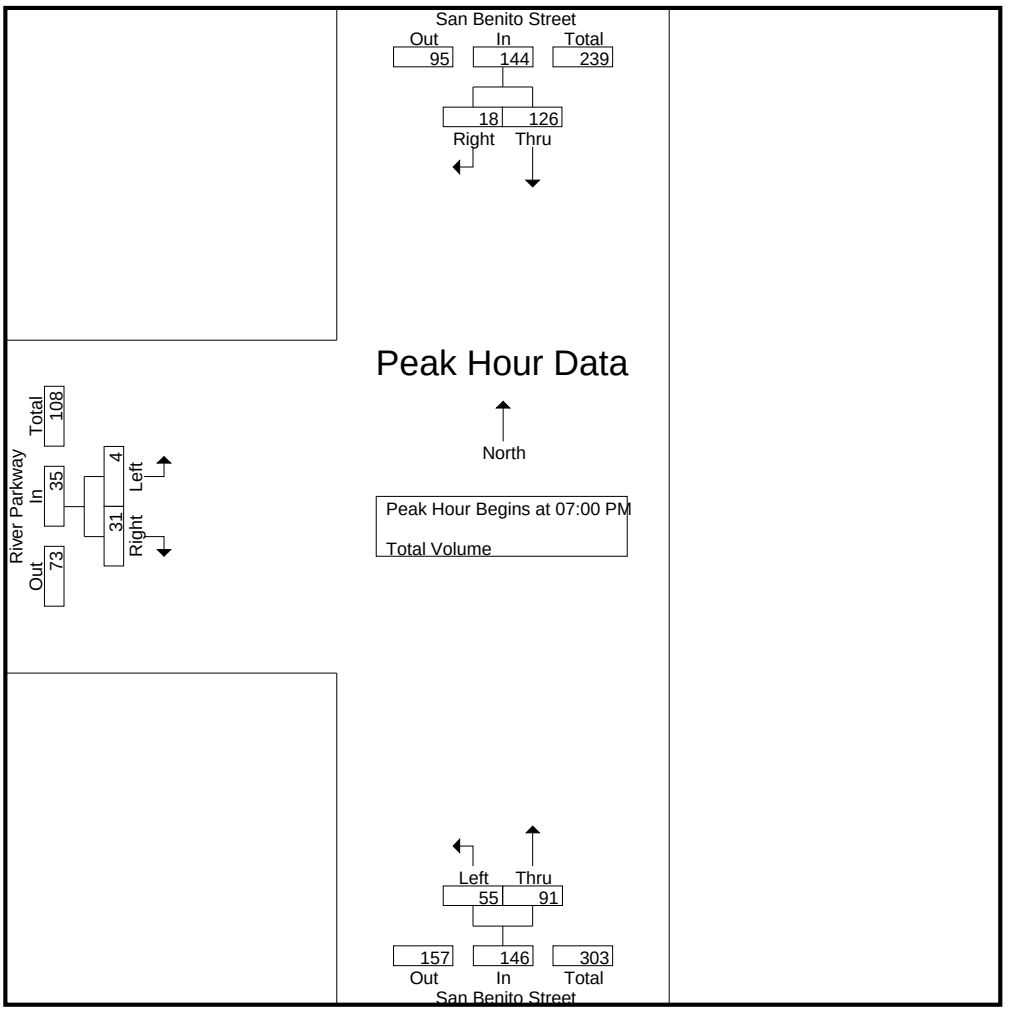
	San Benito Street Southbound			San Benito Street Northbound			River Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 PM	45	6	51	20	28	48	2	13	15	114
07:15 PM	34	4	38	15	25	40	0	9	9	87
07:30 PM	26	7	33	12	17	29	0	5	5	67
07:45 PM	21	1	22	8	21	29	2	4	6	57
Total	126	18	144	55	91	146	4	31	35	325
08:00 PM	33	1	34	9	17	26	2	9	11	71
08:15 PM	33	2	35	14	16	30	1	10	11	76
08:30 PM	20	0	20	15	14	29	1	7	8	57
08:45 PM	24	0	24	11	11	22	2	10	12	58
Total	110	3	113	49	58	107	6	36	42	262
Grand Total	236	21	257	104	149	253	10	67	77	587
Apprch %	91.8	8.2		41.1	58.9		13	87		
Total %	40.2	3.6	43.8	17.7	25.4	43.1	1.7	11.4	13.1	

	San Benito Street Southbound			San Benito Street Northbound			River Parkway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 PM										
07:00 PM	**45**	6	**51**	**20**	**28**	**48**	**2**	**13**	**15**	**114**
07:15 PM	34	4	38	15	25	40	0	9	9	87
07:30 PM	26	**7**	33	12	17	29	0	5	5	67
07:45 PM	21	1	22	8	21	29	2	4	6	57
Total Volume	126	18	144	55	91	146	4	31	35	325
% App. Total	87.5	12.5		37.7	62.3		11.4	88.6		
PHF	.700	.643	.706	.688	.813	.760	.500	.596	.583	.713

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City of Hollister
N/S: San Benito Street
E/W: River Parkway
Weather: Clear

File Name : 04_HTR_SB_River PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 PM			07:00 PM			08:00 PM		
+0 mins.	**45**	6	**51**	**20**	**28**	**48**	**2**	9	11
+15 mins.	34	4	38	15	25	40	1	**10**	11
+30 mins.	26	**7**	33	12	17	29	1	7	8
+45 mins.	21	1	22	8	21	29	2	10	**12**
Total Volume	126	18	144	55	91	146	6	36	42
% App. Total	87.5	12.5		37.7	62.3		14.3	85.7	
PHF	.700	.643	.706	.688	.813	.760	.750	.900	.875

Location: Hollister
N/S: San Benito Street
E/W: River Parkway

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg San Benito Street	East Leg Dead End	South Leg San Benito Street	West Leg River Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	0	0
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	1	1
6:30 AM	0	0	0	1	1
6:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	2	2

	North Leg San Benito Street	East Leg Dead End	South Leg San Benito Street	West Leg River Parkway	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 PM	0	0	0	2	2
7:15 PM	0	0	0	3	3
7:30 PM	0	0	0	0	0
7:45 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	5	5

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Location: Hollister
N/S: San Benito Street
E/W: River Parkway

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound San Benito Street			Westbound Dead End			Northbound San Benito Street			Eastbound River Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound San Benito Street			Westbound Dead End			Northbound San Benito Street			Eastbound River Parkway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

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City of Hollister
N/S: West Street
E/W: B Street
Weather: Clear

File Name : 05_HTR_West_B St AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

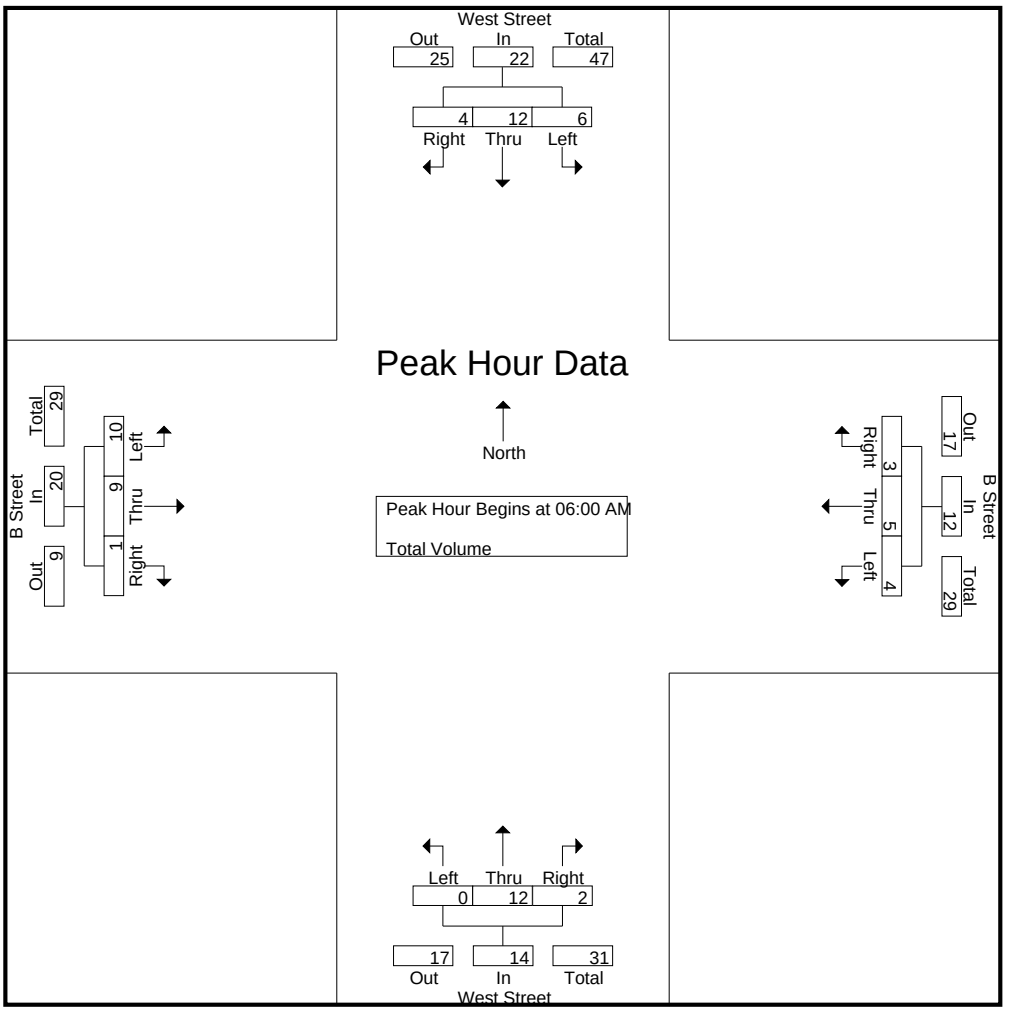
	West Street Southbound				B Street Westbound				West Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	3	4
05:30 AM	0	0	0	0	0	1	2	3	0	2	0	2	3	2	0	5	10
05:45 AM	1	1	1	3	0	0	0	0	0	2	0	2	1	2	0	3	8
Total	1	1	1	3	0	1	2	3	0	5	0	5	5	8	0	13	24
06:00 AM	0	2	1	3	0	0	0	0	0	1	0	1	3	3	0	6	10
06:15 AM	3	3	1	7	0	2	0	2	0	2	0	2	2	2	0	4	15
06:30 AM	1	1	1	3	0	3	1	4	0	2	1	3	3	2	0	5	15
06:45 AM	2	6	1	9	4	0	2	6	0	7	1	8	2	2	1	5	28
Total	6	12	4	22	4	5	3	12	0	12	2	14	10	9	1	20	68
Grand Total	7	13	5	25	4	6	5	15	0	17	2	19	15	17	1	33	92
Apprch %	28	52	20		26.7	40	33.3		0	89.5	10.5		45.5	51.5	3		
Total %	7.6	14.1	5.4	27.2	4.3	6.5	5.4	16.3	0	18.5	2.2	20.7	16.3	18.5	1.1	35.9	

	West Street Southbound				B Street Westbound				West Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	2	**1**	3	0	0	0	0	0	1	0	1	**3**	**3**	0	**6**	10
06:15 AM	**3**	3	1	7	0	2	0	2	0	2	0	2	2	2	0	4	15
06:30 AM	1	1	1	3	0	**3**	1	4	0	2	**1**	3	3	2	0	5	15
06:45 AM	2	**6**	1	**9**	**4**	0	**2**	**6**	0	**7**	1	**8**	2	2	**1**	5	**28**
Total Volume	6	12	4	22	4	5	3	12	0	12	2	14	10	9	1	20	68
% App. Total	27.3	54.5	18.2		33.3	41.7	25		0	85.7	14.3		50	45	5		
PHF	.500	.500	1.00	.611	.250	.417	.375	.500	.000	.429	.500	.438	.833	.750	.250	.833	.607

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City of Hollister
N/S: West Street
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Weather: Clear

File Name : 05_HTR_West_B St AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	2	**1**	3	0	0	0	0	0	1	0	1	**3**	**3**	0	**6**
+15 mins.	**3**	3	1	7	0	2	0	2	0	2	0	2	2	2	0	4
+30 mins.	1	1	1	3	0	**3**	1	4	0	2	**1**	3	3	2	0	5
+45 mins.	2	**6**	1	**9**	**4**	0	**2**	**6**	0	**7**	1	**8**	2	2	**1**	5
Total Volume	6	12	4	22	4	5	3	12	0	12	2	14	10	9	1	20
% App. Total	27.3	54.5	18.2		33.3	41.7	25		0	85.7	14.3		50	45	5	
PHF	.500	.500	1.000	.611	.250	.417	.375	.500	.000	.429	.500	.438	.833	.750	.250	.833

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City of Hollister
N/S: West Street
E/W: B Street
Weather: Clear

File Name : 05_HTR_West_B St PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

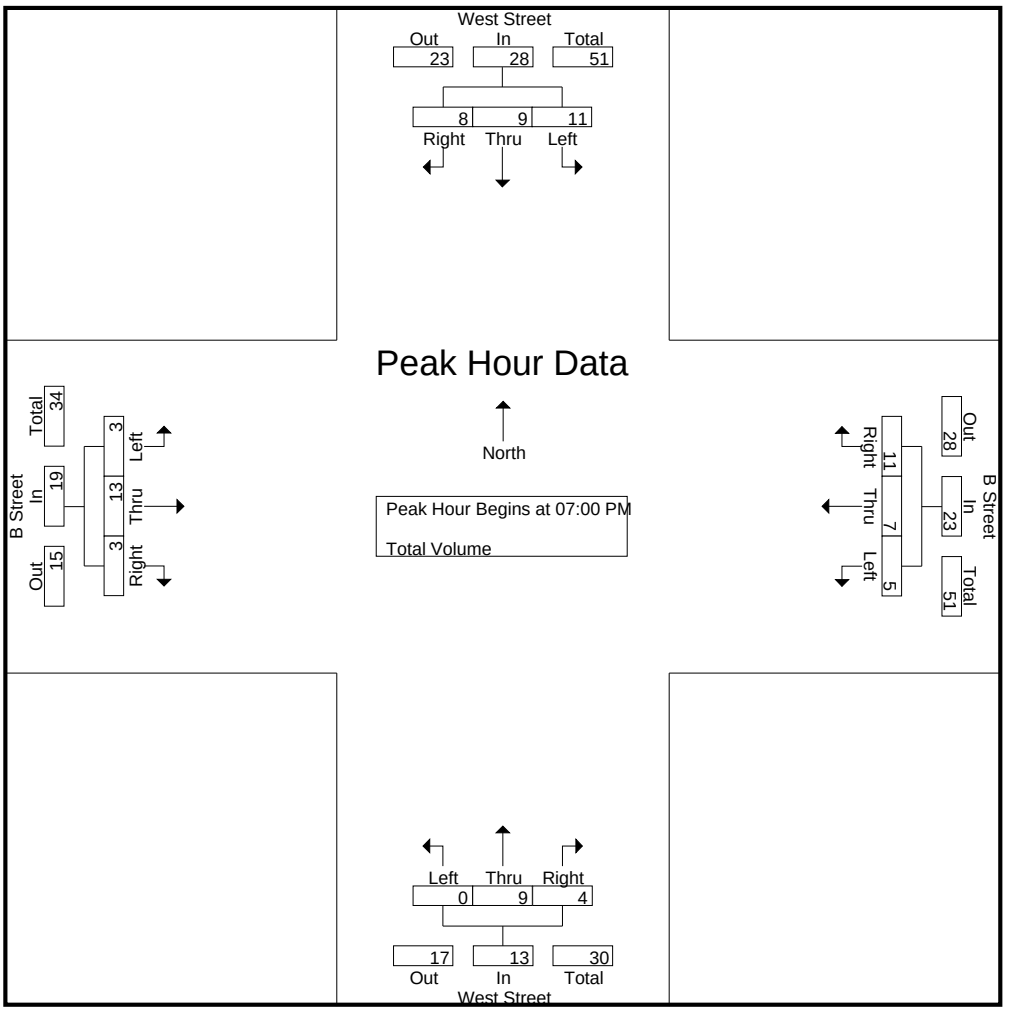
	West Street Southbound				B Street Westbound				West Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 PM	4	2	2	8	2	0	6	8	0	2	1	3	1	5	1	7	26
07:15 PM	1	2	1	4	1	3	1	5	0	3	1	4	1	2	2	5	18
07:30 PM	3	2	1	6	1	1	0	2	0	1	1	2	1	2	0	3	13
07:45 PM	3	3	4	10	1	3	4	8	0	3	1	4	0	4	0	4	26
Total	11	9	8	28	5	7	11	23	0	9	4	13	3	13	3	19	83
08:00 PM	1	3	3	7	3	3	3	9	0	0	0	0	0	1	0	1	17
08:15 PM	2	3	0	5	0	5	4	9	0	2	3	5	0	1	0	1	20
08:30 PM	1	1	1	3	1	1	0	2	0	1	1	2	0	3	0	3	10
08:45 PM	1	1	0	2	2	4	0	6	0	0	0	0	0	1	0	1	9
Total	5	8	4	17	6	13	7	26	0	3	4	7	0	6	0	6	56
Grand Total	16	17	12	45	11	20	18	49	0	12	8	20	3	19	3	25	139
Apprch %	35.6	37.8	26.7		22.4	40.8	36.7		0	60	40		12	76	12		
Total %	11.5	12.2	8.6	32.4	7.9	14.4	12.9	35.3	0	8.6	5.8	14.4	2.2	13.7	2.2	18	

	West Street Southbound				B Street Westbound				West Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 PM																	
07:00 PM	**4**	2	2	8	**2**	0	**6**	**8**	0	2	**1**	3	**1**	**5**	1	**7**	**26**
07:15 PM	1	2	1	4	1	**3**	1	5	0	**3**	1	**4**	1	2	**2**	5	18
07:30 PM	3	2	1	6	1	1	0	2	0	1	1	2	1	2	0	3	13
07:45 PM	3	**3**	**4**	**10**	1	3	4	8	0	3	1	4	0	4	0	4	26
Total Volume	11	9	8	28	5	7	11	23	0	9	4	13	3	13	3	19	83
% App. Total	39.3	32.1	28.6		21.7	30.4	47.8		0	69.2	30.8		15.8	68.4	15.8		
PHF	.688	.750	.500	.700	.625	.583	.458	.719	.000	.750	1.00	.813	.750	.650	.375	.679	.798

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City of Hollister
N/S: West Street
E/W: B Street
Weather: Clear

File Name : 05_HTR_West_B St PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 PM				07:30 PM				07:00 PM				07:00 PM			
+0 mins.	**4**	2	2	8	1	1	0	2	0	2	**1**	3	**1**	**5**	1	**7**
+15 mins.	1	2	1	4	1	3	**4**	8	0	**3**	1	**4**	1	2	**2**	5
+30 mins.	3	2	1	6	**3**	3	3	**9**	0	1	1	2	1	2	0	3
+45 mins.	3	**3**	**4**	**10**	0	**5**	4	9	0	3	1	4	0	4	0	4
Total Volume	11	9	8	28	5	12	11	28	0	9	4	13	3	13	3	19
% App. Total	39.3	32.1	28.6		17.9	42.9	39.3		0	69.2	30.8		15.8	68.4	15.8	
PHF	.688	.750	.500	.700	.417	.600	.688	.778	.000	.750	1.000	.813	.750	.650	.375	.679

Location: Hollister
N/S: West Street
E/W: B Street

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg West Street Pedestrians	East Leg B Street Pedestrians	South Leg West Street Pedestrians	West Leg B Street Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	1	0	1
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	1	0	0	1
6:45 AM	0	1	0	2	3
TOTAL VOLUMES:	0	2	1	2	5

	North Leg West Street Pedestrians	East Leg B Street Pedestrians	South Leg West Street Pedestrians	West Leg B Street Pedestrians	
7:00 PM	0	0	0	0	0
7:15 PM	0	0	0	0	0
7:30 PM	0	1	0	0	1
7:45 PM	0	0	0	0	0
8:00 PM	0	0	0	0	0
8:15 PM	0	0	1	0	1
8:30 PM	0	0	0	0	0
8:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	1	2	0	3

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Location: Hollister
N/S: West Street
E/W: B Street

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound West Street			Westbound B Street			Northbound West Street			Eastbound B Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound West Street			Westbound B Street			Northbound West Street			Eastbound B Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

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City of Hollister
N/S: Monterey Street
E/W: B Street
Weather: Clear

File Name : 06_HTR_Mon_B St AM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 1

Groups Printed- Total Volume

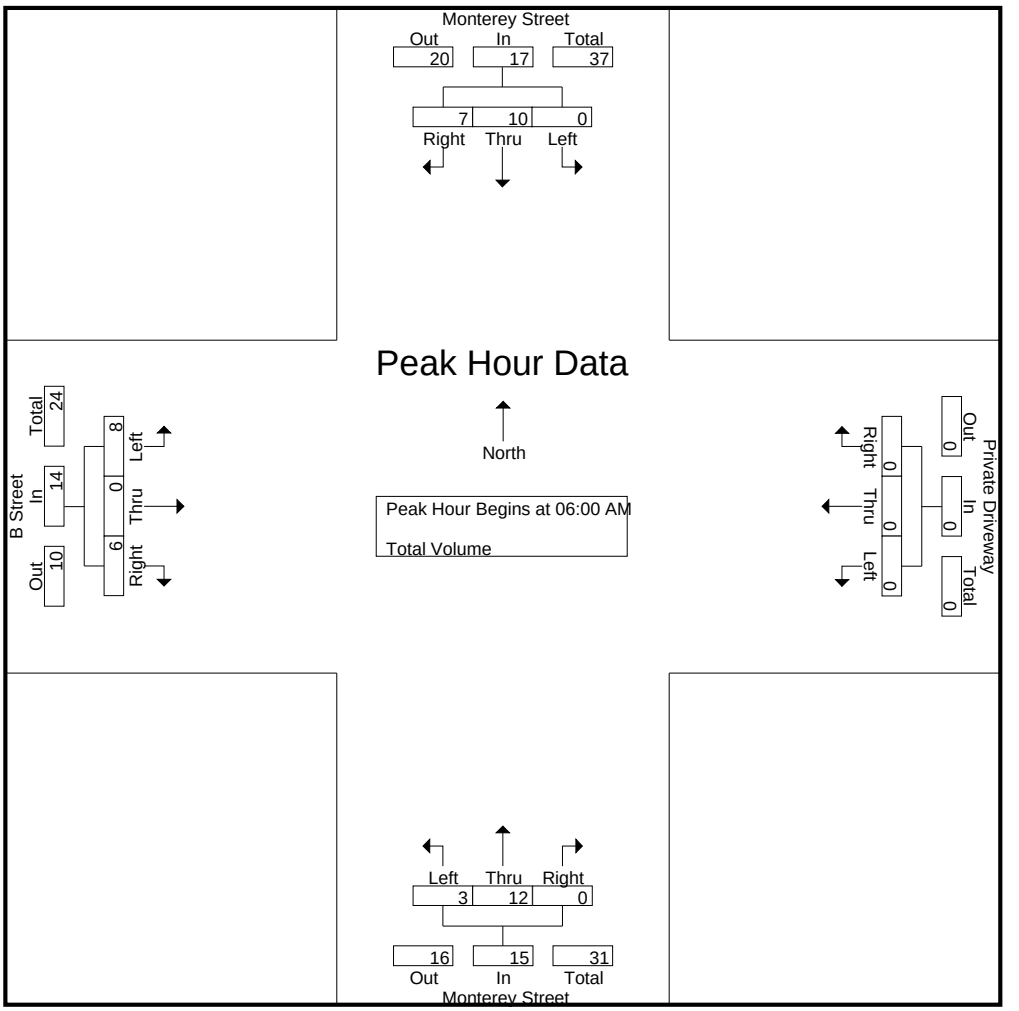
	Monterey Street Southbound				Private Driveway Westbound				Monterey Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 AM	0	1	1	2	0	0	0	0	0	2	0	2	2	0	0	2	6
05:15 AM	0	2	0	2	0	0	0	0	0	2	0	2	2	0	0	2	6
05:30 AM	0	3	1	4	0	0	0	0	0	1	0	1	1	0	0	1	6
05:45 AM	0	1	0	1	0	0	0	0	2	4	0	6	3	0	0	3	10
Total	0	7	2	9	0	0	0	0	2	9	0	11	8	0	0	8	28
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
06:15 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	3	4	9
06:30 AM	0	1	1	2	0	0	0	0	1	2	0	3	3	0	0	3	8
06:45 AM	0	8	4	12	0	0	0	0	2	7	0	9	2	0	2	4	25
Total	0	10	7	17	0	0	0	0	3	12	0	15	8	0	6	14	46
Grand Total	0	17	9	26	0	0	0	0	5	21	0	26	16	0	6	22	74
Apprch %	0	65.4	34.6		0	0	0		19.2	80.8	0		72.7	0	27.3		
Total %	0	23	12.2	35.1	0	0	0	0	6.8	28.4	0	35.1	21.6	0	8.1	29.7	

	Monterey Street Southbound				Private Driveway Westbound				Monterey Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 AM																	
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3	4
06:15 AM	0	1	2	3	0	0	0	0	0	2	0	2	1	0	**3**	**4**	9
06:30 AM	0	1	1	2	0	0	0	0	1	2	0	3	**3**	0	0	3	8
06:45 AM	0	**8**	**4**	**12**	0	0	0	0	**2**	**7**	0	**9**	2	0	2	4	**25**
Total Volume	0	10	7	17	0	0	0	0	3	12	0	15	8	0	6	14	46
% App. Total	0	58.8	41.2		0	0	0		20	80	0		57.1	0	42.9		
PHF	.000	.313	.438	.354	.000	.000	.000	.000	.375	.429	.000	.417	.667	.000	.500	.875	.460

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City of Hollister
N/S: Monterey Street
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File Name : 06_HTR_Mon_B St AM
Site Code : 05726186
Start Date : 2/26/2026
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Peak Hour Analysis From 05:00 AM to 06:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 AM				05:00 AM				06:00 AM				06:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	3
+15 mins.	0	1	2	3	0	0	0	0	0	2	0	2	1	0	**3**	**4**
+30 mins.	0	1	1	2	0	0	0	0	1	2	0	3	**3**	0	0	3
+45 mins.	0	**8**	**4**	**12**	0	0	0	0	**2**	**7**	0	**9**	2	0	2	4
Total Volume	0	10	7	17	0	0	0	0	3	12	0	15	8	0	6	14
% App. Total	0	58.8	41.2		0	0	0		20	80	0		57.1	0	42.9	
PHF	.000	.313	.438	.354	.000	.000	.000	.000	.375	.429	.000	.417	.667	.000	.500	.875

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City of Hollister
N/S: Monterey Street
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File Name : 06_HTR_Mon_B St PM
Site Code : 05726186
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Groups Printed- Total Volume

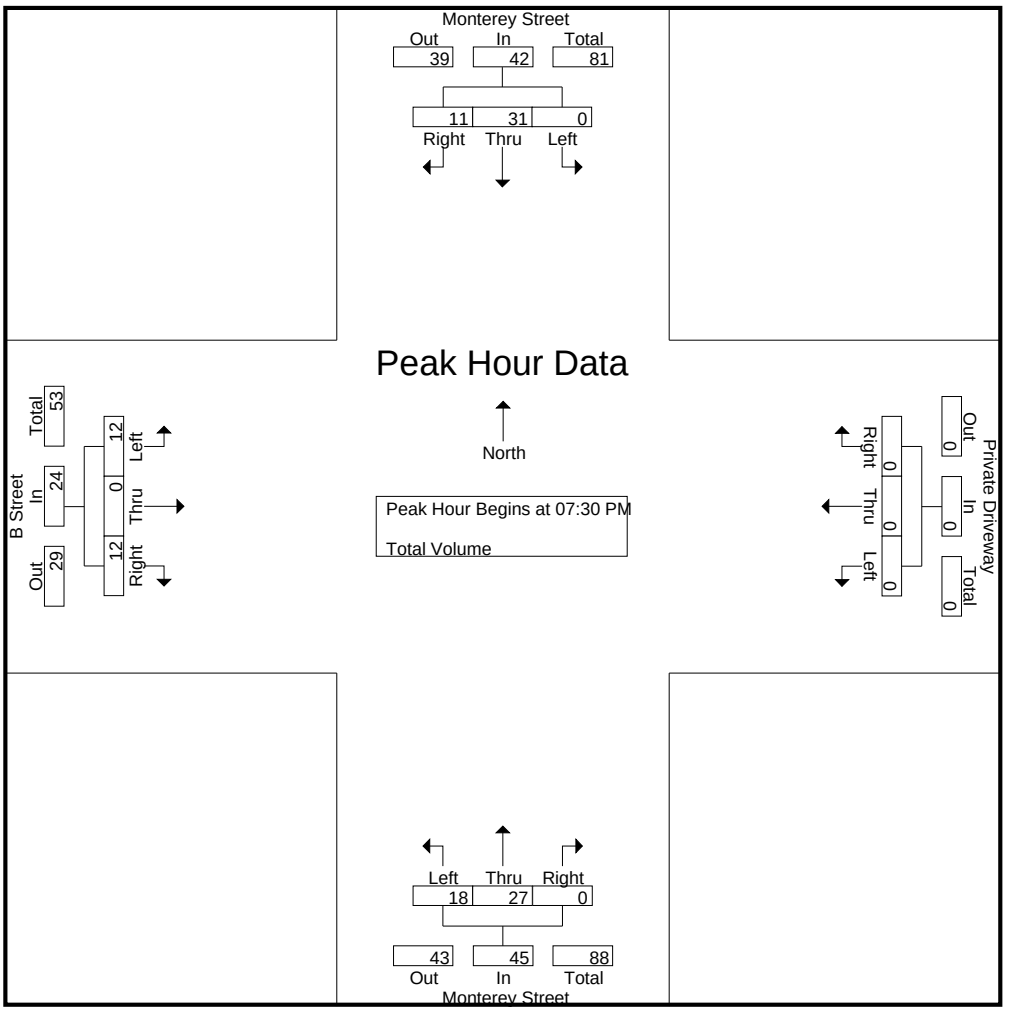
	Monterey Street Southbound				Private Driveway Westbound				Monterey Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 PM	0	7	2	9	0	0	0	0	7	7	0	14	1	0	12	13	36
07:15 PM	0	5	3	8	0	0	0	0	2	2	0	4	1	0	1	2	14
07:30 PM	0	10	2	12	0	0	0	0	0	5	0	5	4	0	2	6	23
07:45 PM	0	4	4	8	0	0	0	0	3	5	0	8	3	0	5	8	24
Total	0	26	11	37	0	0	0	0	12	19	0	31	9	0	20	29	97
08:00 PM	0	10	3	13	0	0	0	0	7	6	0	13	2	0	1	3	29
08:15 PM	0	7	2	9	0	0	0	0	8	11	0	19	3	0	4	7	35
08:30 PM	0	8	1	9	0	0	0	0	1	5	0	6	1	0	4	5	20
08:45 PM	0	6	4	10	0	0	0	0	2	2	0	4	0	0	2	2	16
Total	0	31	10	41	0	0	0	0	18	24	0	42	6	0	11	17	100
Grand Total	0	57	21	78	0	0	0	0	30	43	0	73	15	0	31	46	197
Apprch %	0	73.1	26.9		0	0	0		41.1	58.9	0		32.6	0	67.4		
Total %	0	28.9	10.7	39.6	0	0	0	0	15.2	21.8	0	37.1	7.6	0	15.7	23.4	

	Monterey Street Southbound				Private Driveway Westbound				Monterey Street Northbound				B Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 PM																	
07:30 PM	0	**10**	2	12	0	0	0	0	0	5	0	5	**4**	0	2	6	23
07:45 PM	0	4	**4**	8	0	0	0	0	3	5	0	8	3	0	**5**	**8**	24
08:00 PM	0	10	3	**13**	0	0	0	0	7	6	0	13	2	0	1	3	29
08:15 PM	0	7	2	9	0	0	0	0	**8**	**11**	0	**19**	3	0	4	7	**35**
Total Volume	0	31	11	42	0	0	0	0	18	27	0	45	12	0	12	24	111
% App. Total	0	73.8	26.2		0	0	0		40	60	0		50	0	50		
PHF	.000	.775	.688	.808	.000	.000	.000	.000	.563	.614	.000	.592	.750	.000	.600	.750	.793

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(951) 268-6268

City of Hollister
N/S: Monterey Street
E/W: B Street
Weather: Clear

File Name : 06_HTR_Mon_B St PM
Site Code : 05726186
Start Date : 2/26/2026
Page No : 2



Peak Hour Analysis From 07:00 PM to 08:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 PM				07:00 PM				07:45 PM				07:00 PM			
+0 mins.	0	**10**	2	12	0	0	0	0	3	5	0	8	1	0	**12**	**13**
+15 mins.	0	4	**4**	8	0	0	0	0	7	6	0	13	1	0	1	2
+30 mins.	0	10	3	**13**	0	0	0	0	**8**	**11**	0	**19**	**4**	0	2	6
+45 mins.	0	7	2	9	0	0	0	0	1	5	0	6	3	0	5	8
Total Volume	0	31	11	42	0	0	0	0	19	27	0	46	9	0	20	29
% App. Total	0	73.8	26.2		0	0	0		41.3	58.7	0		31	0	69	
PHF	.000	.775	.688	.808	.000	.000	.000	.000	.594	.614	.000	.605	.563	.000	.417	.558

Location: Hollister
N/S: Monterey Street
E/W: B Street

Date: 2/26/2026
Day: Thursday

PEDESTRIANS

	North Leg Monterey Street	East Leg Private Driveway	South Leg Monterey Street	West Leg B Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
5:00 AM	0	0	0	0	0
5:15 AM	0	0	0	0	0
5:30 AM	0	0	0	1	1
5:45 AM	0	0	0	0	0
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Monterey Street	East Leg Private Driveway	South Leg Monterey Street	West Leg B Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 PM	0	0	0	1	1
7:15 PM	0	0	2	1	3
7:30 PM	0	0	0	2	2
7:45 PM	0	0	0	1	1
8:00 PM	0	0	0	2	2
8:15 PM	0	0	0	0	0
8:30 PM	0	0	0	0	0
8:45 PM	0	0	3	1	4
TOTAL VOLUMES:	0	0	5	8	13

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951-268-6268

Location: Hollister
N/S: Monterey Street
E/W: B Street

Date: 2/26/2026
Day: Thursday

BICYCLES

	Southbound Monterey Street			Westbound Private Driveway			Northbound Monterey Street			Eastbound B Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	1	1

	Southbound Monterey Street			Westbound Private Driveway			Northbound Monterey Street			Eastbound B Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	1	4	0	0	0	0	5

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start	2/26/2026	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	0			3	0				
12:15		3	0			3	1				
12:30		1	0			3	1				
12:45		0	0	6	0	2	0	11	2	17	2
01:00		1	0			3	1				
01:15		4	0			9	0				
01:30		2	2			3	0				
01:45		0	0	7	2	0	0	15	1	22	3
02:00		0	0			0	0				
02:15		1	2			0	1				
02:30		1	0			0	0				
02:45		3	0	5	2	0	0	0	1	5	3
03:00		1	0			1	0				
03:15		6	4			1	1				
03:30		1	0			0	1				
03:45		3	1	11	5	1	0	3	2	14	7
04:00		10	0			2	0				
04:15		4	0			0	0				
04:30		5	0			3	0				
04:45		7	0	26	0	6	0	11	0	37	0
05:00		**7**	0			6	0				
05:15		**14**	0			7	0				
05:30		**9**	2			4	0				
05:45		**19**	1	49	3	**10**	0	27	0	76	3
06:00		7	0			**14**	0				
06:15		9	0			**13**	0				
06:30		13	0			**22**	0				
06:45		16	31	45	31	9	39	58	39	103	70
07:00		1	**33**			0	**44**				
07:15		3	**32**			0	**39**				
07:30		0	**22**			0	**52**				
07:45		0	**34**	4	121	0	**44**	0	179	4	300
08:00		0	26			0	41				
08:15		2	29			2	42				
08:30		0	11			1	41				
08:45		0	23	2	89	0	33	3	157	5	246
09:00		0	14			1	26				
09:15		2	18			0	38				
09:30		1	17			0	33				
09:45		1	17	4	66	0	21	1	118	5	184
10:00		0	12			0	20				
10:15		2	10			0	22				
10:30		0	11			0	18				
10:45		1	12	3	45	0	16	0	76	3	121
11:00		0	5			0	12				
11:15		0	4			0	7				
11:30		2	5			1	9				
11:45		0	6	2	20	0	5	1	33	3	53
Total		164	384	164	384	130	608	130	608	294	992
Combined Total		548		548		738		738		1286	
AM Peak	-	05:00	-	-	-	05:45	-	-	-	-	-
Vol.	-	49	-	-	-	59	-	-	-	-	-
P.H.F.		0.645				0.670					
PM Peak	-	-	07:00	-	-	-	07:00	-	-	-	-
Vol.	-	-	121	-	-	-	179	-	-	-	-
P.H.F.			0.890				0.861				
Percentage		29.9%	70.1%			17.6%	82.4%				

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	0			1	0				
12:15		2	2			2	1				
12:30		7	2			8	0				
12:45		0	2	10	6	3	0	14	1	24	7
01:00		1	0			2	0				
01:15		1	1			4	0				
01:30		0	0			1	0				
01:45		0	0	2	1	5	0	12	0	14	1
02:00		2	4			0	0				
02:15		2	4			1	0				
02:30		0	2			0	0				
02:45		4	6	8	16	0	0	1	0	9	16
03:00		1	4			0	1				
03:15		3	4			0	0				
03:30		2	2			1	0				
03:45		6	0	12	10	4	1	5	2	17	12
04:00		7	0			2	0				
04:15		4	0			0	0				
04:30		4	0			5	0				
04:45		9	0	24	0	6	0	13	0	37	0
05:00		**10**	2			4	0				
05:15		**10**	0			6	0				
05:30		**18**	0			7	0				
05:45		**18**	0	56	2	14	0	31	0	87	2
06:00		10	0			**25**	0				
06:15		7	0			**14**	0				
06:30		13	0			**12**	0				
06:45		17	27	47	27	**22**	29	73	29	120	56
07:00		1	**52**			1	**52**				
07:15		2	**35**			0	**52**				
07:30		1	**24**			0	**35**				
07:45		0	**29**	4	140	1	**56**	2	195	6	335
08:00		1	37			0	42				
08:15		0	33			0	42				
08:30		0	28			0	32				
08:45		0	27	1	125	0	45	0	161	1	286
09:00		0	25			0	39				
09:15		0	30			0	45				
09:30		0	18			0	34				
09:45		0	23	0	96	1	32	1	150	1	246
10:00		2	13			0	17				
10:15		1	12			2	15				
10:30		2	10			0	19				
10:45		2	9	7	44	0	16	2	67	9	111
11:00		2	5			0	8				
11:15		0	7			0	16				
11:30		0	6			0	18				
11:45		2	6	4	24	0	8	0	50	4	74
Total		175	491	175	491	154	655	154	655	329	1146
Combined Total		666		666		809		809		1475	
AM Peak	-	05:00	-	-	-	06:00	-	-	-	-	-
Vol.	-	56	-	-	-	73	-	-	-	-	-
P.H.F.		0.778				0.730					
PM Peak	-	-	07:00	-	-	-	07:00	-	-	-	-
Vol.	-	-	140	-	-	-	195	-	-	-	-
P.H.F.			0.673				0.871				
Percentage		26.3%	73.7%			19.0%	81.0%				

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	52			7	66				
12:15		1	40			7	65				
12:30		4	39			3	53				
12:45		3	51	11	182	3	52	20	236	31	418
01:00		1	46			2	52				
01:15		3	50			4	57				
01:30		3	46			5	54				
01:45		0	49	7	191	3	46	14	209	21	400
02:00		3	45			1	57				
02:15		2	**46**			4	47				
02:30		1	**48**			2	54				
02:45		0	**68**	6	207	2	59	9	217	15	424
03:00		1	**52**			3	72				
03:15		4	39			2	50				
03:30		6	35			1	48				
03:45		2	38	13	164	2	54	8	224	21	388
04:00		1	46			0	52				
04:15		1	32			0	53				
04:30		1	47			2	37				
04:45		6	46	9	171	1	**59**	3	201	12	372
05:00		4	44			3	**65**				
05:15		5	51			8	**64**				
05:30		8	48			4	**67**				
05:45		11	63	28	206	8	51	23	247	51	453
06:00		8	38			4	47				
06:15		14	42			15	41				
06:30		36	52			10	45				
06:45		28	36	86	168	13	57	42	190	128	358
07:00		15	39			11	43				
07:15		22	32			12	40				
07:30		22	45			14	43				
07:45		43	27	102	143	23	36	60	162	162	305
08:00		49	20			31	47				
08:15		43	26			33	47				
08:30		39	22			34	31				
08:45		49	28	180	96	38	29	136	154	316	250
09:00		47	29			39	33				
09:15		40	23			33	39				
09:30		52	25			51	33				
09:45		52	20	191	97	55	25	178	130	369	227
10:00		59	18			62	24				
10:15		53	18			48	23				
10:30		50	10			45	13				
10:45		49	12	211	58	53	27	208	87	419	145
11:00		**53**	6			**48**	22				
11:15		**42**	10			**51**	11				
11:30		**64**	6			**65**	9				
11:45		**64**	13	223	35	**56**	7	220	49	443	84
Total		1067	1718	1067	1718	921	2106	921	2106	1988	3824
Combined Total		2785		2785		3027		3027		5812	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	223	-	-	-	220	-	-	-	-	-
P.H.F.		0.871				0.846					
PM Peak	-	-	02:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	214	-	-	-	255	-	-	-	-
P.H.F.			0.787				0.885				
Percentage		38.3%	61.7%			30.4%	69.6%				

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	58			11	51				
12:15		10	51			9	48				
12:30		4	46			3	53				
12:45		3	45	24	200	3	52	26	204	50	404
01:00		5	41			5	48				
01:15		2	**58**			3	53				
01:30		4	**58**			6	**54**				
01:45		3	**44**	14	201	4	**65**	18	220	32	421
02:00		4	**59**			0	**69**				
02:15		1	48			3	**54**				
02:30		0	45			1	53				
02:45		3	46	8	198	1	60	5	236	13	434
03:00		5	46			2	50				
03:15		3	46			4	45				
03:30		3	38			0	60				
03:45		1	58	12	188	2	49	8	204	20	392
04:00		2	49			3	66				
04:15		2	46			1	48				
04:30		1	50			0	62				
04:45		1	60	6	205	1	56	5	232	11	437
05:00		1	47			3	57				
05:15		4	42			1	67				
05:30		4	51			4	53				
05:45		12	37	21	177	4	55	12	232	33	409
06:00		9	58			1	47				
06:15		10	42			5	56				
06:30		23	36			4	49				
06:45		27	49	69	185	10	54	20	206	89	391
07:00		14	44			8	56				
07:15		8	46			8	39				
07:30		23	31			7	48				
07:45		15	37	60	158	15	47	38	190	98	348
08:00		28	29			22	37				
08:15		24	22			19	43				
08:30		34	27			19	30				
08:45		36	12	122	90	23	31	83	141	205	231
09:00		36	20			13	35				
09:15		24	19			31	22				
09:30		39	17			36	17				
09:45		48	14	147	70	35	25	115	99	262	169
10:00		41	11			44	21				
10:15		43	9			57	15				
10:30		42	6			39	15				
10:45		48	4	174	30	38	13	178	64	352	94
11:00		**34**	7			**46**	9				
11:15		**35**	4			**40**	7				
11:30		**60**	3			**48**	5				
11:45		**52**	2	181	16	**51**	2	185	23	366	39
Total		838	1718	838	1718	693	2051	693	2051	1531	3769
Combined Total		2556		2556		2744		2744		5300	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	181	-	-	-	185	-	-	-	-	-
P.H.F.		0.754				0.907					
PM Peak	-	-	01:15	-	-	-	01:30	-	-	-	-
Vol.	-	-	219	-	-	-	242	-	-	-	-
P.H.F.			0.928				0.877				
Percentage		32.8%	67.2%			25.3%	74.7%				

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	0			8	0				
12:15		1	4			2	0				
12:30		2	0			2	0				
12:45		2	4	8	8	1	0	13	0	21	8
01:00		1	0			0	0				
01:15		0	0			2	0				
01:30		0	0			1	0				
01:45		0	0	1	0	0	0	3	0	4	0
02:00		1	4			0	0				
02:15		2	0			1	1				
02:30		3	0			1	0				
02:45		4	2	10	6	0	0	2	1	12	7
03:00		0	2			1	0				
03:15		3	0			1	0				
03:30		5	4			1	2				
03:45		6	0	14	6	1	0	4	2	18	8
04:00		8	0			3	0				
04:15		5	2			2	0				
04:30		2	0			3	1				
04:45		11	2	26	4	2	1	10	2	36	6
05:00		**16**	1			4	0				
05:15		**15**	0			7	1				
05:30		**12**	0			8	0				
05:45		**12**	0	55	1	**16**	0	35	1	90	2
06:00		10	0			**15**	0				
06:15		14	0			**15**	0				
06:30		5	0			**19**	0				
06:45		18	26	47	26	13	28	62	28	109	54
07:00		2	**49**			0	**51**				
07:15		2	**38**			0	**46**				
07:30		0	**26**			0	**39**				
07:45		0	**27**	4	140	1	**58**	1	194	5	334
08:00		0	25			0	41				
08:15		2	31			0	36				
08:30		1	28			0	43				
08:45		0	22	3	106	2	30	2	150	5	256
09:00		2	21			1	34				
09:15		2	16			0	35				
09:30		1	16			0	23				
09:45		0	11	5	64	0	16	1	108	6	172
10:00		1	10			0	27				
10:15		0	11			0	14				
10:30		2	8			0	22				
10:45		0	25	3	54	0	17	0	80	3	134
11:00		1	4			0	14				
11:15		2	3			2	9				
11:30		1	7			0	8				
11:45		2	0	6	14	0	4	2	35	8	49
Total		182	429	182	429	135	601	135	601	317	1030
Combined Total		611		611		736		736		1347	
AM Peak	-	05:00	-	-	-	05:45	-	-	-	-	-
Vol.	-	55	-	-	-	65	-	-	-	-	-
P.H.F.		0.859				0.855					
PM Peak	-	-	07:00	-	-	-	07:00	-	-	-	-
Vol.	-	-	140	-	-	-	194	-	-	-	-
P.H.F.			0.714				0.836				
Percentage		29.8%	70.2%			18.3%	81.7%				

Counts Unlimited, Inc.

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start	3/3/2026	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	0			2	0				
12:15		1	0			0	0				
12:30		1	3			3	0				
12:45		1	1	4	4	2	0	7	0	11	4
01:00		1	0			1	0				
01:15		1	1			1	0				
01:30		1	0			0	0				
01:45		2	0	5	1	0	0	2	0	7	1
02:00		0	0			1	0				
02:15		1	0			0	0				
02:30		0	0			1	0				
02:45		2	3	3	3	0	0	2	0	5	3
03:00		0	2			2	0				
03:15		3	3			0	1				
03:30		2	4			0	2				
03:45		4	4	9	13	1	1	3	4	12	17
04:00		13	0			1	1				
04:15		11	0			1	1				
04:30		6	1			4	0				
04:45		15	1	45	2	6	0	12	2	57	4
05:00		10	0			11	0				
05:15		10	0			12	0				
05:30		**20**	0			13	0				
05:45		**18**	0	58	0	**9**	0	45	0	103	0
06:00		**16**	0			**17**	0				
06:15		**14**	0			**19**	0				
06:30		8	0			**18**	0				
06:45		4	**32**	42	32	8	28	62	28	104	60
07:00		2	**50**			0	53				
07:15		1	**32**			0	51				
07:30		0	**49**			0	**62**				
07:45		1	30	4	161	0	**47**	0	213	4	374
08:00		3	30			0	**51**				
08:15		1	39			2	**60**				
08:30		1	32			0	48				
08:45		1	20	6	121	0	33	2	192	8	313
09:00		0	17			1	36				
09:15		0	18			1	42				
09:30		0	5			0	22				
09:45		1	17	1	57	1	14	3	114	4	171
10:00		2	14			0	16				
10:15		1	13			0	23				
10:30		0	7			0	17				
10:45		2	6	5	40	0	14	0	70	5	110
11:00		2	3			0	13				
11:15		0	4			0	2				
11:30		0	5			0	8				
11:45		0	0	2	12	0	7	0	30	2	42
Total		184	446	184	446	138	653	138	653	322	1099
Combined Total		630		630		791		791		1421	
AM Peak	-	05:30	-	-	-	05:45	-	-	-	-	-
Vol.	-	68	-	-	-	63	-	-	-	-	-
P.H.F.		0.850				0.829					
PM Peak	-	-	06:45	-	-	-	07:30	-	-	-	-
Vol.	-	-	163	-	-	-	220	-	-	-	-
P.H.F.			0.815				0.887				
Percentage		29.2%	70.8%			17.4%	82.6%				

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City of Hollister
Nash Road
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR005
Site Code: 057-26186
Date Start: 2/26/2026

Start	3/4/2026	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	0			1	0				
12:15		2	0			1	0				
12:30		3	2			0	0				
12:45		1	0	7	2	1	1	3	1	10	3
01:00		4	2			4	0				
01:15		0	1			3	0				
01:30		2	1			2	0				
01:45		1	0	7	4	2	0	11	0	18	4
02:00		2	0			0	0				
02:15		2	3			2	0				
02:30		1	0			0	0				
02:45		1	3	6	6	0	0	2	0	8	6
03:00		2	2			1	1				
03:15		1	0			0	0				
03:30		8	3			0	1				
03:45		6	1	17	6	0	0	1	2	18	8
04:00		8	0			1	0				
04:15		3	1			3	1				
04:30		6	2			3	1				
04:45		9	0	26	3	3	0	10	2	36	5
05:00		14	0			9	0				
05:15		16	0			7	0				
05:30		12	0			17	0				
05:45		**16**	0	58	0	8	0	41	0	99	0
06:00		**18**	0			**15**	0				
06:15		**19**	0			**15**	0				
06:30		**13**	0			**16**	0				
06:45		12	26	62	26	**21**	36	67	36	129	62
07:00		0	**40**			0	52				
07:15		0	**54**			0	48				
07:30		0	**42**			0	**71**				
07:45		0	**34**	0	170	0	**60**	0	231	0	401
08:00		2	34			0	**50**				
08:15		0	40			2	**52**				
08:30		3	23			1	35				
08:45		0	20	5	117	0	43	3	180	8	297
09:00		0	20			0	29				
09:15		0	18			0	35				
09:30		0	18			0	29				
09:45		0	11	0	67	0	19	0	112	0	179
10:00		0	10			0	19				
10:15		0	10			0	21				
10:30		2	5			1	16				
10:45		0	12	2	37	0	15	1	71	3	108
11:00		1	5			0	12				
11:15		2	5			1	5				
11:30		3	7			4	8				
11:45		2	2	8	19	0	2	5	27	13	46
Total		198	457	198	457	144	662	144	662	342	1119
Combined Total		655		655		806		806		1461	
AM Peak	-	05:45	-	-	-	06:00	-	-	-	-	-
Vol.	-	66	-	-	-	67	-	-	-	-	-
P.H.F.		0.868				0.798					
PM Peak	-	-	07:00	-	-	-	07:30	-	-	-	-
Vol.	-	-	170	-	-	-	233	-	-	-	-
P.H.F.			0.787				0.820				
Percentage		30.2%	69.8%			17.9%	82.1%				
ADT/AADT		ADT 2,586		AADT 2,586							

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/26/2026 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	20			8	37				
12:15		2	34			10	30				
12:30		3	34			1	31				
12:45		2	25	12	113	0	17	19	115	31	228
01:00		6	27			0	16				
01:15		8	31			4	26				
01:30		2	50			2	**29**				
01:45		1	44	17	152	0	**55**	6	126	23	278
02:00		0	48			1	**67**				
02:15		0	35			2	**29**				
02:30		0	29			1	16				
02:45		0	27	0	139	3	20	7	132	7	271
03:00		3	31			2	40				
03:15		1	53			5	35				
03:30		1	34			2	37				
03:45		0	34	5	152	5	38	14	150	19	302
04:00		2	28			10	42				
04:15		0	37			6	23				
04:30		4	37			5	44				
04:45		6	47	12	149	7	38	28	147	40	296
05:00		7	46			8	41				
05:15		7	25			15	28				
05:30		4	47			11	43				
05:45		12	56	30	174	18	38	52	150	82	324
06:00		12	43			11	45				
06:15		15	66			11	39				
06:30		30	51			13	26				
06:45		22	58	79	218	29	43	64	153	143	371
07:00		34	55			23	51				
07:15		76	53			52	40				
07:30		57	**65**			**74**	31				
07:45		34	**54**	201	227	**29**	42	178	164	379	391
08:00		**57**	**51**			**30**	39				
08:15		**64**	**66**			**57**	43				
08:30		**71**	39			58	20				
08:45		**35**	39	227	195	42	25	187	127	414	322
09:00		15	41			10	30				
09:15		21	43			13	29				
09:30		17	35			11	18				
09:45		19	24	72	143	19	24	53	101	125	244
10:00		18	21			13	17				
10:15		14	23			11	14				
10:30		14	21			16	13				
10:45		14	22	60	87	13	11	53	55	113	142
11:00		23	14			27	10				
11:15		28	7			15	3				
11:30		23	10			17	5				
11:45		25	4	99	35	61	8	120	26	219	61
Total		814	1784	814	1784	781	1446	781	1446	1595	3230
Combined Total		2598		2598		2227		2227		4825	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	227	-	-	-	190	-	-	-	-	-
P.H.F.		0.799				0.642					
PM Peak	-	-	07:30	-	-	-	01:30	-	-	-	-
Vol.	-	-	236	-	-	-	180	-	-	-	-
P.H.F.			0.894				0.672				
Percentage		31.3%	68.7%			35.1%	64.9%				

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	11			1	25				
12:15		4	26			3	21				
12:30		5	14			9	17				
12:45		3	26	15	77	0	30	13	93	28	170
01:00		3	30			1	34				
01:15		3	18			3	34				
01:30		2	23			1	36				
01:45		5	28	13	99	0	30	5	134	18	233
02:00		1	27			2	23				
02:15		1	30			3	22				
02:30		0	42			1	**45**				
02:45		0	57	2	156	4	**35**	10	125	12	281
03:00		0	57			3	**68**				
03:15		0	51			3	**72**				
03:30		1	48			2	38				
03:45		4	29	5	185	7	36	15	214	20	399
04:00		2	38			9	28				
04:15		1	46			5	32				
04:30		6	45			4	32				
04:45		8	29	17	158	9	31	27	123	44	281
05:00		3	40			12	29				
05:15		7	50			10	46				
05:30		4	60			19	43				
05:45		17	42	31	192	22	29	63	147	94	339
06:00		25	48			8	34				
06:15		14	66			12	36				
06:30		17	67			15	49				
06:45		29	43	85	224	17	43	52	162	137	386
07:00		31	**75**			20	62				
07:15		74	**59**			57	43				
07:30		49	**44**			63	31				
07:45		**43**	**74**	197	252	24	34	164	170	361	422
08:00		**54**	49			**39**	47				
08:15		**74**	53			**46**	44				
08:30		**55**	43			**69**	32				
08:45		40	45	223	190	**50**	29	204	152	427	342
09:00		30	43			20	28				
09:15		19	54			13	31				
09:30		11	38			18	21				
09:45		21	34	81	169	15	28	66	108	147	277
10:00		23	22			12	12				
10:15		15	19			24	12				
10:30		20	19			21	11				
10:45		30	19	88	79	8	16	65	51	153	130
11:00		14	10			13	6				
11:15		16	16			9	7				
11:30		32	18			21	7				
11:45		30	7	92	51	32	4	75	24	167	75
Total		849	1832	849	1832	759	1503	759	1503	1608	3335
Combined Total		2681		2681		2262		2262		4943	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	226	-	-	-	204	-	-	-	-	-
P.H.F.		0.764				0.739					
PM Peak	-	-	07:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	252	-	-	-	220	-	-	-	-
P.H.F.			0.840				0.764				
Percentage		31.7%	68.3%			33.6%	66.4%				

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	**94**			7	68				
12:15		8	**71**			1	49				
12:30		6	**69**			2	53				
12:45		3	**60**	26	294	6	**70**	16	240	42	534
01:00		3	65			1	**66**				
01:15		7	60			3	**62**				
01:30		8	64			7	**58**				
01:45		3	60	21	249	4	63	15	249	36	498
02:00		2	66			2	57				
02:15		3	68			3	58				
02:30		2	60			1	50				
02:45		2	79	9	273	1	73	7	238	16	511
03:00		3	81			0	70				
03:15		3	61			5	49				
03:30		1	51			7	41				
03:45		2	64	9	257	3	48	15	208	24	465
04:00		0	59			1	61				
04:15		0	61			1	44				
04:30		5	53			2	56				
04:45		1	70	6	243	5	65	9	226	15	469
05:00		3	72			5	61				
05:15		8	67			7	49				
05:30		4	75			10	61				
05:45		8	56	23	270	14	69	36	240	59	510
06:00		5	57			11	49				
06:15		15	49			20	45				
06:30		12	63			33	68				
06:45		17	65	49	234	26	50	90	212	139	446
07:00		16	51			22	42				
07:15		13	51			25	33				
07:30		18	55			24	54				
07:45		31	37	78	194	44	34	115	163	193	357
08:00		35	47			53	21				
08:15		36	56			48	27				
08:30		40	34			47	25				
08:45		52	33	163	170	68	26	216	99	379	269
09:00		53	41			65	42				
09:15		41	44			44	29				
09:30		63	37			63	30				
09:45		64	26	221	148	61	18	233	119	454	267
10:00		70	26			70	18				
10:15		53	25			68	19				
10:30		50	20			60	16				
10:45		**72**	25	245	96	62	15	260	68	505	164
11:00		**60**	25			**65**	6				
11:15		**51**	10			**58**	13				
11:30		**70**	11			**73**	6				
11:45		68	10	249	56	**73**	13	269	38	518	94
Total		1099	2484	1099	2484	1281	2100	1281	2100	2380	4584
Combined Total		3583		3583		3381		3381		6964	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	253	-	-	-	269	-	-	-	-	-
P.H.F.		0.878				0.921					
PM Peak	-	-	12:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	294	-	-	-	256	-	-	-	-
P.H.F.			0.782				0.914				
Percentage		30.7%	69.3%			37.9%	62.1%				

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		14	58			9	65				
12:15		9	58			10	58				
12:30		4	62			7	60				
12:45		5	52	32	230	5	52	31	235	63	465
01:00		5	58			6	47				
01:15		2	68			2	**67**				
01:30		7	**71**			4	**69**				
01:45		3	**63**	17	260	3	**53**	15	236	32	496
02:00		2	**74**			6	**70**				
02:15		6	**72**			3	56				
02:30		1	64			0	53				
02:45		1	65	10	275	3	46	12	225	22	500
03:00		2	63			4	53				
03:15		4	44			3	44				
03:30		3	74			4	42				
03:45		0	58	9	239	1	66	12	205	21	444
04:00		3	77			2	57				
04:15		1	60			2	49				
04:30		0	67			5	57				
04:45		1	70	5	274	1	66	10	229	15	503
05:00		3	58			3	56				
05:15		2	78			5	48				
05:30		3	64			4	59				
05:45		5	55	13	255	14	43	26	206	39	461
06:00		4	61			10	66				
06:15		5	58			10	50				
06:30		5	64			21	41				
06:45		11	62	25	245	32	54	73	211	98	456
07:00		8	72			18	49				
07:15		9	43			8	51				
07:30		10	57			22	40				
07:45		21	49	48	221	19	41	67	181	115	402
08:00		24	39			27	31				
08:15		24	47			28	25				
08:30		21	37			35	26				
08:45		26	36	95	159	45	18	135	100	230	259
09:00		17	45			37	22				
09:15		38	24			30	24				
09:30		46	21			42	19				
09:45		46	24	147	114	53	22	162	87	309	201
10:00		48	27			48	12				
10:15		65	17			53	10				
10:30		49	17			45	7				
10:45		44	15	206	76	55	7	201	36	407	112
11:00		**56**	12			**39**	5				
11:15		**53**	7			**44**	5				
11:30		**53**	7			**69**	4				
11:45		**65**	3	227	29	**63**	2	215	16	442	45
Total		834	2377	834	2377	959	1967	959	1967	1793	4344
Combined Total		3211		3211		2926		2926		6137	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	227	-	-	-	215	-	-	-	-	-
P.H.F.		0.873				0.779					
PM Peak	-	-	01:30	-	-	-	01:15	-	-	-	-
Vol.	-	-	280	-	-	-	259	-	-	-	-
P.H.F.			0.946				0.925				
Percentage		26.0%	74.0%			32.8%	67.2%				

Counts Unlimited, Inc.

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	22			2	28				
12:15		3	15			2	15				
12:30		2	24			3	21				
12:45		1	21	14	82	3	38	10	102	24	184
01:00		0	25			1	26				
01:15		2	32			1	28				
01:30		1	22			0	23				
01:45		0	21	3	100	0	19	2	96	5	196
02:00		0	26			2	20				
02:15		1	33			2	14				
02:30		1	51			3	22				
02:45		0	47	2	157	3	24	10	80	12	237
03:00		1	40			1	**59**				
03:15		0	54			2	**75**				
03:30		1	39			4	**40**				
03:45		2	35	4	168	8	**33**	15	207	19	375
04:00		2	28			10	40				
04:15		1	51			7	47				
04:30		3	35			2	40				
04:45		1	66	7	180	11	42	30	169	37	349
05:00		3	55			14	30				
05:15		10	34			18	27				
05:30		12	47			11	32				
05:45		18	35	43	171	16	22	59	111	102	282
06:00		22	37			15	20				
06:15		13	32			17	31				
06:30		21	47			9	27				
06:45		17	47	73	163	21	43	62	121	135	284
07:00		17	**79**			15	67				
07:15		44	**49**			24	51				
07:30		19	**47**			34	33				
07:45		35	**64**	115	239	27	34	100	185	215	424
08:00		**60**	51			**46**	26				
08:15		**35**	40			**64**	35				
08:30		**61**	48			**51**	33				
08:45		**54**	39	210	178	**71**	26	232	120	442	298
09:00		27	41			23	24				
09:15		22	39			19	22				
09:30		16	24			16	16				
09:45		18	19	83	123	21	15	79	77	162	200
10:00		11	28			10	15				
10:15		15	14			20	10				
10:30		15	25			21	10				
10:45		18	17	59	84	15	24	66	59	125	143
11:00		12	17			13	9				
11:15		25	10			17	4				
11:30		20	8			22	6				
11:45		21	4	78	39	35	3	87	22	165	61
Total		691	1684	691	1684	752	1349	752	1349	1443	3033
Combined Total		2375		2375		2101		2101		4476	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	210	-	-	-	232	-	-	-	-	-
P.H.F.		0.861				0.817					
PM Peak	-	-	07:00	-	-	-	03:00	-	-	-	-
Vol.	-	-	239	-	-	-	207	-	-	-	-
P.H.F.			0.756				0.690				
Percentage		29.1%	70.9%			35.8%	64.2%				

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/3/2026 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	35			1	17				
12:15		1	15			2	12				
12:30		4	19			2	17				
12:45		4	29	11	98	1	34	6	80	17	178
01:00		2	34			1	32				
01:15		3	29			2	25				
01:30		3	25			4	29				
01:45		1	27	9	115	2	22	9	108	18	223
02:00		1	27			1	20				
02:15		0	30			2	24				
02:30		1	54			0	29				
02:45		0	69	2	180	1	27	4	100	6	280
03:00		2	58			1	**68**				
03:15		0	40			4	**76**				
03:30		0	38			3	**39**				
03:45		1	37	3	173	5	**45**	13	228	16	401
04:00		1	38			15	54				
04:15		1	47			12	41				
04:30		5	38			7	43				
04:45		6	30	13	153	15	33	49	171	62	324
05:00		10	65			12	37				
05:15		11	52			10	54				
05:30		12	58			19	39				
05:45		12	46	45	221	17	42	58	172	103	393
06:00		18	76			17	44				
06:15		18	53			19	49				
06:30		19	54			12	31				
06:45		22	51	77	234	12	46	60	170	137	404
07:00		32	58			16	54				
07:15		73	**81**			54	54				
07:30		49	**96**			50	66				
07:45		**39**	**57**	193	292	27	31	147	205	340	497
08:00		**64**	**64**			**46**	40				
08:15		**86**	65			**57**	48				
08:30		**63**	56			**62**	28				
08:45		33	39	246	224	**52**	31	217	147	463	371
09:00		12	49			24	19				
09:15		14	38			19	25				
09:30		17	22			13	11				
09:45		25	19	68	128	16	21	72	76	140	204
10:00		12	20			14	17				
10:15		14	25			13	16				
10:30		19	19			13	11				
10:45		15	19	60	83	13	7	53	51	113	134
11:00		17	14			15	6				
11:15		16	7			20	6				
11:30		24	7			32	6				
11:45		29	6	86	34	37	0	104	18	190	52
Total		813	1935	813	1935	792	1526	792	1526	1605	3461
Combined Total		2748		2748		2318		2318		5066	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	252	-	-	-	217	-	-	-	-	-
P.H.F.		0.733				0.875					
PM Peak	-	-	07:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	298	-	-	-	228	-	-	-	-
P.H.F.			0.776				0.750				
Percentage		29.6%	70.4%			34.2%	65.8%				

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City of Hollister
Nash Road
B/ Monterey Street - San Benito Street
7 Day Directional Volume Count

HTR006
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/4/2026 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	20			1	25				
12:15		2	21			2	17				
12:30		2	14			3	19				
12:45		2	27	8	82	2	28	8	89	16	171
01:00		5	30			4	33				
01:15		3	24			0	35				
01:30		2	29			2	18				
01:45		3	27	13	110	2	36	8	122	21	232
02:00		0	21			2	25				
02:15		2	32			1	27				
02:30		1	30			2	24				
02:45		0	48	3	131	1	33	6	109	9	240
03:00		1	58			1	74				
03:15		0	46			1	57				
03:30		0	27			6	21				
03:45		1	38	2	169	9	39	17	191	19	360
04:00		2	57			10	51				
04:15		2	42			4	31				
04:30		5	41			6	38				
04:45		2	59	11	199	8	52	28	172	39	371
05:00		11	44			12	39				
05:15		8	42			14	25				
05:30		14	58			15	46				
05:45		13	36	46	180	16	25	57	135	103	315
06:00		17	48			16	48				
06:15		13	47			25	37				
06:30		21	40			12	39				
06:45		24	56	75	191	17	**43**	70	167	145	358
07:00		28	**86**			18	**48**				
07:15		**86**	**58**			54	**60**				
07:30		**57**	**81**			61	**51**				
07:45		**34**	**68**	205	293	25	41	158	200	363	493
08:00		**56**	62			**28**	38				
08:15		68	62			**50**	47				
08:30		55	35			**62**	32				
08:45		38	54	217	213	**55**	21	195	138	412	351
09:00		24	38			17	29				
09:15		15	37			13	24				
09:30		14	33			15	17				
09:45		15	17	68	125	11	14	56	84	124	209
10:00		14	21			15	14				
10:15		6	21			9	8				
10:30		14	16			9	7				
10:45		12	17	46	75	13	13	46	42	92	117
11:00		20	14			18	8				
11:15		20	6			17	6				
11:30		31	9			17	4				
11:45		23	1	94	30	30	3	82	21	176	51
Total		788	1798	788	1798	731	1470	731	1470	1519	3268
Combined Total		2586		2586		2201		2201		4787	
AM Peak	-	07:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	233	-	-	-	195	-	-	-	-	-
P.H.F.		0.677				0.786					
PM Peak	-	-	07:00	-	-	-	06:45	-	-	-	-
Vol.	-	-	293	-	-	-	202	-	-	-	-
P.H.F.			0.852				0.842				
Percentage		30.5%	69.5%			33.2%	66.8%				
ADT/AADT		ADT 5,314		AADT 5,314							

Counts Unimited, Inc.

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	2/26/26 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	64			1	46				
12:15		2	57			2	84				
12:30		0	50			3	48				
12:45		1	40	5	211	0	39	6	217	11	428
01:00		0	30			0	28				
01:15		0	37			0	**54**				
01:30		0	**56**			1	**73**				
01:45		2	**144**	2	267	0	**76**	1	231	3	498
02:00		0	**106**			0	**71**				
02:15		0	**38**			0	50				
02:30		0	30			0	50				
02:45		1	51	1	225	0	51	0	222	1	447
03:00		0	52			0	55				
03:15		0	74			1	72				
03:30		0	51			0	54				
03:45		1	70	1	247	1	47	2	228	3	475
04:00		0	59			0	57				
04:15		1	62			0	39				
04:30		0	56			5	50				
04:45		4	65	5	242	1	59	6	205	11	447
05:00		0	69			0	63				
05:15		3	65			3	44				
05:30		3	55			1	61				
05:45		4	70	10	259	2	64	6	232	16	491
06:00		7	82			3	44				
06:15		7	84			8	71				
06:30		10	49			11	42				
06:45		21	16	45	231	23	31	45	188	90	419
07:00		47	17			58	45				
07:15		63	7			**114**	19				
07:30		**93**	5			**93**	29				
07:45		**54**	7	257	36	**57**	10	322	103	579	139
08:00		**55**	10			**71**	14				
08:15		**106**	11			94	28				
08:30		92	10			106	21				
08:45		46	10	299	41	64	11	335	74	634	115
09:00		50	6			43	9				
09:15		33	8			31	4				
09:30		33	4			61	17				
09:45		26	7	142	25	32	6	167	36	309	61
10:00		28	5			16	6				
10:15		29	2			35	10				
10:30		48	1			19	2				
10:45		37	3	142	11	22	4	92	22	234	33
11:00		41	5			30	3				
11:15		33	0			28	9				
11:30		41	3			56	0				
11:45		138	1	253	9	38	3	152	15	405	24
Total		1162	1804	1162	1804	1134	1773	1134	1773	2296	3577
Combined Total		2966		2966		2907		2907		5873	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	308	-	-	-	335	-	-	-	-	-
P.H.F.		0.726				0.735					
PM Peak	-	-	01:30	-	-	-	01:15	-	-	-	-
Vol.	-	-	344	-	-	-	274	-	-	-	-
P.H.F.			0.597				0.901				
Percentage		39.2%	60.8%			39.0%	61.0%				

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	2/27/26 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	38			3	38				
12:15		1	43			1	36				
12:30		0	36			0	49				
12:45		0	65	3	182	0	45	4	168	7	350
01:00		0	58			4	44				
01:15		0	33			0	37				
01:30		0	60			0	39				
01:45		2	48	2	199	0	47	4	167	6	366
02:00		0	54			2	33				
02:15		0	53			2	55				
02:30		1	**56**			0	**69**				
02:45		0	**85**	1	248	39	**75**	43	232	44	480
03:00		0	**112**			1	**68**				
03:15		0	**88**			0	**86**				
03:30		0	56			0	67				
03:45		1	79	1	335	0	33	1	254	2	589
04:00		1	59			0	61				
04:15		0	55			2	57				
04:30		1	66			6	61				
04:45		0	59	2	239	2	41	10	220	12	459
05:00		1	57			2	51				
05:15		0	46			2	44				
05:30		9	64			3	55				
05:45		6	60	16	227	2	65	9	215	25	442
06:00		7	63			2	58				
06:15		10	43			5	45				
06:30		9	42			11	37				
06:45		12	32	38	180	24	50	42	190	80	370
07:00		41	17			59	22				
07:15		67	8			97	18				
07:30		91	11			88	15				
07:45		50	9	249	45	49	7	293	62	542	107
08:00		**72**	11			75	14				
08:15		**99**	9			**130**	8				
08:30		**130**	4			**124**	10				
08:45		**66**	6	367	30	**75**	10	404	42	771	72
09:00		37	6			**78**	7				
09:15		28	9			27	9				
09:30		33	5			24	9				
09:45		32	7	130	27	37	10	166	35	296	62
10:00		31	9			24	7				
10:15		30	8			31	9				
10:30		32	7			25	4				
10:45		33	3	126	27	25	4	105	24	231	51
11:00		28	2			37	4				
11:15		37	5			44	1				
11:30		50	2			28	1				
11:45		50	4	165	13	36	2	145	8	310	21
Total		1100	1752	1100	1752	1226	1617	1226	1617	2326	3369
Combined Total		2852		2852		2843		2843		5695	
AM Peak	-	08:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	367	-	-	-	407	-	-	-	-	-
P.H.F.		0.706				0.783					
PM Peak	-	-	02:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	341	-	-	-	298	-	-	-	-
P.H.F.			0.761				0.866				
Percentage		38.6%	61.4%			43.1%	56.9%				

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	2/28/26 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	17			2	26				
12:15		0	9			2	14				
12:30		1	11			1	17				
12:45		1	17	4	54	0	18	5	75	9	129
01:00		1	12			3	14				
01:15		2	11			1	19				
01:30		1	14			2	18				
01:45		1	11	5	48	0	22	6	73	11	121
02:00		0	15			0	24				
02:15		0	14			1	7				
02:30		1	11			1	23				
02:45		0	12	1	52	0	17	2	71	3	123
03:00		0	14			1	**17**				
03:15		0	19			0	**22**				
03:30		1	18			0	**22**				
03:45		1	12	2	63	0	**24**	1	85	3	148
04:00		0	15			0	14				
04:15		0	**26**			0	16				
04:30		1	**16**			1	12				
04:45		1	**12**	2	69	0	17	1	59	3	128
05:00		0	**19**			0	15				
05:15		2	11			0	20				
05:30		2	18			1	16				
05:45		1	14	5	62	0	21	1	72	6	134
06:00		2	14			3	18				
06:15		7	6			8	11				
06:30		5	11			9	14				
06:45		5	13	19	44	6	11	26	54	45	98
07:00		7	9			1	12				
07:15		5	12			1	12				
07:30		12	3			5	9				
07:45		11	9	35	33	11	8	18	41	53	74
08:00		15	8			13	12				
08:15		8	10			**15**	11				
08:30		11	6			**20**	10				
08:45		27	12	61	36	**27**	13	75	46	136	82
09:00		19	2			**20**	17				
09:15		11	8			10	12				
09:30		**12**	7			14	10				
09:45		**24**	9	66	26	17	9	61	48	127	74
10:00		**24**	4			19	10				
10:15		**24**	6			12	5				
10:30		12	4			12	10				
10:45		18	9	78	23	15	6	58	31	136	54
11:00		22	4			9	6				
11:15		19	4			17	3				
11:30		9	2			17	4				
11:45		12	3	62	13	20	0	63	13	125	26
Total		340	523	340	523	317	668	317	668	657	1191
Combined Total		863		863		985		985		1848	
AM Peak	-	09:30	-	-	-	08:15	-	-	-	-	-
Vol.	-	84	-	-	-	82	-	-	-	-	-
P.H.F.		0.875				0.759					
PM Peak	-	-	04:15	-	-	-	03:00	-	-	-	-
Vol.	-	-	73	-	-	-	85	-	-	-	-
P.H.F.			0.702				0.885				
Percentage		39.4%	60.6%			32.2%	67.8%				

Counts Unimited, Inc.

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	3/1/26 Sun	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	12			4	8				
12:15		0	14			2	12				
12:30		3	15			2	15				
12:45		3	**11**	11	52	1	13	9	48	20	100
01:00		1	**14**			1	22				
01:15		3	**19**			1	13				
01:30		1	**23**			0	12				
01:45		0	7	5	63	0	**32**	2	79	7	142
02:00		1	10			0	**22**				
02:15		3	11			3	**13**				
02:30		1	14			1	**18**				
02:45		0	11	5	46	2	9	6	62	11	108
03:00		0	11			0	14				
03:15		0	10			1	17				
03:30		2	12			0	21				
03:45		0	15	2	48	0	14	1	66	3	114
04:00		0	17			0	20				
04:15		0	10			0	15				
04:30		0	6			1	9				
04:45		0	12	0	45	2	13	3	57	3	102
05:00		1	15			1	10				
05:15		2	17			1	16				
05:30		1	9			0	27				
05:45		1	18	5	59	0	20	2	73	7	132
06:00		0	14			1	10				
06:15		2	8			0	11				
06:30		4	11			2	21				
06:45		3	11	9	44	4	17	7	59	16	103
07:00		4	7			1	11				
07:15		4	9			1	9				
07:30		1	12			5	13				
07:45		4	9	13	37	6	7	13	40	26	77
08:00		7	6			8	12				
08:15		11	5			17	7				
08:30		15	6			10	5				
08:45		4	7	37	24	10	7	45	31	82	55
09:00		13	9			8	4				
09:15		8	5			11	10				
09:30		12	4			8	3				
09:45		13	1	46	19	**10**	3	37	20	83	39
10:00		10	3			**17**	4				
10:15		13	3			**12**	2				
10:30		12	1			**13**	1				
10:45		9	0	44	7	9	3	51	10	95	17
11:00		**15**	5			13	1				
11:15		**10**	3			14	4				
11:30		**12**	1			9	4				
11:45		**13**	1	50	10	9	2	45	11	95	21
Total		227	454	227	454	221	556	221	556	448	1010
Combined Total		681		681		777		777		1458	
AM Peak	-	11:00	-	-	-	09:45	-	-	-	-	-
Vol.	-	50	-	-	-	52	-	-	-	-	-
P.H.F.		0.833				0.765					
PM Peak	-	-	00:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	67	-	-	-	85	-	-	-	-
P.H.F.			0.728				0.664				
Percentage		33.3%	66.7%			28.4%	71.6%				

Counts Unimited, Inc.

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	3/2/26 Mon	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	26			3	44				
12:15		1	21			1	41				
12:30		1	29			1	35				
12:45		3	32	6	108	1	39	6	159	12	267
01:00		1	27			0	53				
01:15		1	30			1	47				
01:30		1	38			0	39				
01:45		0	49	3	144	0	63	1	202	4	346
02:00		1	48			1	38				
02:15		0	40			1	72				
02:30		1	49			0	64				
02:45		0	**81**	2	218	2	**78**	4	252	6	470
03:00		1	**152**			2	**92**				
03:15		0	**153**			1	**93**				
03:30		0	**60**			0	**69**				
03:45		1	77	2	442	0	58	3	312	5	754
04:00		0	67			0	69				
04:15		2	48			1	52				
04:30		0	65			1	49				
04:45		1	63	3	243	4	62	6	232	9	475
05:00		4	55			4	68				
05:15		2	56			1	59				
05:30		5	55			3	67				
05:45		8	58	19	224	1	65	9	259	28	483
06:00		7	65			6	62				
06:15		9	36			9	48				
06:30		9	38			9	36				
06:45		12	28	37	167	22	32	46	178	83	345
07:00		30	10			37	23				
07:15		33	18			27	17				
07:30		40	11			37	16				
07:45		55	14	158	53	67	20	168	76	326	129
08:00		**73**	10			**85**	7				
08:15		**104**	6			**105**	14				
08:30		**99**	8			**110**	13				
08:45		**84**	11	360	35	**86**	9	386	43	746	78
09:00		26	5			35	8				
09:15		29	10			20	9				
09:30		27	7			15	4				
09:45		41	4	123	26	26	5	96	26	219	52
10:00		29	6			28	6				
10:15		34	2			29	2				
10:30		32	2			13	3				
10:45		34	3	129	13	31	3	101	14	230	27
11:00		32	2			36	1				
11:15		39	3			32	3				
11:30		34	2			34	4				
11:45		34	2	139	9	34	1	136	9	275	18
Total		981	1682	981	1682	962	1762	962	1762	1943	3444
Combined Total		2663		2663		2724		2724		5387	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	360	-	-	-	386	-	-	-	-	-
P.H.F.		0.865				0.877					
PM Peak	-	-	02:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	446	-	-	-	332	-	-	-	-
P.H.F.			0.729				0.892				
Percentage		36.8%	63.2%			35.3%	64.7%				

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	3/3/26 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	39			3	39				
12:15		0	41			2	28				
12:30		0	44			0	45				
12:45		2	70	2	194	1	56	6	168	8	362
01:00		1	46			0	37				
01:15		0	38			0	48				
01:30		0	48			0	34				
01:45		1	44	2	176	0	45	0	164	2	340
02:00		0	41			0	49				
02:15		1	55			0	57				
02:30		0	**74**			0	58				
02:45		1	**74**	2	244	0	**64**	0	228	2	472
03:00		0	**154**			0	**74**				
03:15		0	**101**			1	**114**				
03:30		0	64			0	**59**				
03:45		0	78	0	397	0	61	1	308	1	705
04:00		0	76			0	70				
04:15		1	79			0	47				
04:30		0	56			3	69				
04:45		1	74	2	285	3	73	6	259	8	544
05:00		1	73			2	68				
05:15		0	56			3	56				
05:30		8	83			5	74				
05:45		6	104	15	316	1	72	11	270	26	586
06:00		7	101			4	60				
06:15		9	48			8	29				
06:30		9	26			11	41				
06:45		18	27	43	202	26	31	49	161	92	363
07:00		36	19			49	24				
07:15		71	8			**118**	12				
07:30		111	9			**104**	19				
07:45		**66**	10	284	46	**57**	15	328	70	612	116
08:00		**64**	17			**71**	12				
08:15		**87**	15			92	9				
08:30		**131**	9			104	13				
08:45		65	7	347	48	53	8	320	42	667	90
09:00		36	9			37	7				
09:15		36	3			17	10				
09:30		36	5			22	4				
09:45		31	8	139	25	23	3	99	24	238	49
10:00		32	4			36	6				
10:15		30	3			28	4				
10:30		32	4			24	3				
10:45		35	1	129	12	25	5	113	18	242	30
11:00		29	5			39	0				
11:15		27	3			25	0				
11:30		45	5			32	1				
11:45		30	0	131	13	32	0	128	1	259	14
Total		1096	1958	1096	1958	1061	1713	1061	1713	2157	3671
Combined Total		3054		3054		2774		2774		5828	
AM Peak	-	07:45	-	-	-	07:15	-	-	-	-	-
Vol.	-	348	-	-	-	350	-	-	-	-	-
P.H.F.		0.664				0.742					
PM Peak	-	-	02:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	403	-	-	-	311	-	-	-	-
P.H.F.			0.654				0.682				
Percentage		35.9%	64.1%			38.2%	61.8%				

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City of Hollister
River Parkway
B/ West Street - San Benito Street
7 Day Directional Volume Count

HTR008
Site Code: 057-26186

Start Time	3/4/26 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	30			0	42				
12:15		5	33			0	27				
12:30		1	37			1	38				
12:45		0	75	8	175	0	52	1	159	9	334
01:00		0	53			1	59				
01:15		2	48			0	61				
01:30		0	72			1	34				
01:45		0	57	2	230	0	49	2	203	4	433
02:00		0	50			0	41				
02:15		0	54			0	54				
02:30		0	**50**			0	**62**				
02:45		0	**66**	0	220	0	**80**	0	237	0	457
03:00		0	**165**			0	**71**				
03:15		0	**122**			1	**84**				
03:30		0	45			0	44				
03:45		0	52	0	384	0	60	1	259	1	643
04:00		1	75			0	47				
04:15		1	55			2	41				
04:30		1	53			0	65				
04:45		0	62	3	245	2	52	4	205	7	450
05:00		0	69			4	58				
05:15		2	63			1	60				
05:30		6	72			2	57				
05:45		10	56	18	260	1	59	8	234	26	494
06:00		10	56			5	38				
06:15		11	71			8	64				
06:30		8	46			9	37				
06:45		19	26	48	199	29	30	51	169	99	368
07:00		43	15			51	12				
07:15		64	13			109	8				
07:30		88	7			90	21				
07:45		47	10	242	45	**56**	15	306	56	548	101
08:00		**95**	24			**78**	11				
08:15		**116**	16			**101**	15				
08:30		**95**	8			**102**	12				
08:45		**60**	5	366	53	49	5	330	43	696	96
09:00		40	5			44	4				
09:15		25	4			25	5				
09:30		33	7			28	8				
09:45		39	2	137	18	21	7	118	24	255	42
10:00		26	3			21	9				
10:15		35	4			28	36				
10:30		29	3			22	2				
10:45		21	1	111	11	28	2	99	49	210	60
11:00		24	2			23	2				
11:15		32	4			21	4				
11:30		31	3			29	3				
11:45		36	1	123	10	25	1	98	10	221	20
Total		1058	1850	1058	1850	1018	1648	1018	1648	2076	3498
Combined Total		2908		2908		2666		2666		5574	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	366	-	-	-	337	-	-	-	-	-
P.H.F.		0.789				0.826					
PM Peak	-	-	02:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	403	-	-	-	297	-	-	-	-
P.H.F.			0.611				0.884				
Percentage		36.4%	63.6%			38.2%	61.8%				
ADT/AADT		ADT 4,523		AADT 4,523							

Counts Unimited, Inc.

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	2/26/26 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	59			5	87				
12:15		3	63			4	95				
12:30		0	58			4	74				
12:45		2	67	7	247	1	65	14	321	21	568
01:00		2	46			3	45				
01:15		2	53			1	**60**				
01:30		1	90			0	**88**				
01:45		0	104	5	293	0	**110**	4	303	9	596
02:00		1	72			0	**146**				
02:15		1	56			3	56				
02:30		2	42			1	70				
02:45		2	45	6	215	4	54	8	326	14	541
03:00		0	57			2	77				
03:15		1	99			1	76				
03:30		1	64			2	79				
03:45		0	75	2	295	6	62	11	294	13	589
04:00		5	69			1	79				
04:15		2	73			7	56				
04:30		1	**83**			9	72				
04:45		3	**91**	11	316	11	83	28	290	39	606
05:00		7	**94**			20	105				
05:15		7	**93**			15	89				
05:30		6	74			28	96				
05:45		9	96	29	357	17	96	80	386	109	743
06:00		6	90			22	76				
06:15		13	93			34	85				
06:30		16	55			30	73				
06:45		36	53	71	291	37	46	123	280	194	571
07:00		66	30			51	51				
07:15		**109**	26			95	36				
07:30		**88**	17			87	33				
07:45		**73**	23	336	96	52	22	285	142	621	238
08:00		**88**	20			**65**	33				
08:15		86	16			**95**	35				
08:30		97	15			**111**	19				
08:45		67	13	338	64	**69**	24	340	111	678	175
09:00		49	14			28	22				
09:15		39	12			37	17				
09:30		45	3			42	9				
09:45		39	5	172	34	30	5	137	53	309	87
10:00		35	7			24	13				
10:15		37	4			47	8				
10:30		43	0			34	13				
10:45		43	3	158	14	39	8	144	42	302	56
11:00		47	0			54	6				
11:15		46	1			41	10				
11:30		51	5			56	3				
11:45		90	1	234	7	88	1	239	20	473	27
Total		1369	2229	1369	2229	1413	2568	1413	2568	2782	4797
Combined Total		3598		3598		3981		3981		7579	
AM Peak	-	07:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	358	-	-	-	340	-	-	-	-	-
P.H.F.		0.821				0.766					
PM Peak	-	-	04:30	-	-	-	01:15	-	-	-	-
Vol.	-	-	361	-	-	-	404	-	-	-	-
P.H.F.			0.960				0.692				
Percentage		38.0%	62.0%			35.5%	64.5%				

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	2/27/26 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	50			5	70				
12:15		2	52			2	54				
12:30		2	45			1	55				
12:45		0	63	12	210	2	66	10	245	22	455
01:00		0	71			2	78				
01:15		3	47			5	66				
01:30		0	65			1	57				
01:45		2	58	5	241	2	56	10	257	15	498
02:00		0	51			1	57				
02:15		3	58			3	64				
02:30		1	**74**			2	67				
02:45		0	**99**	4	282	3	**83**	9	271	13	553
03:00		0	**107**			2	**105**				
03:15		2	**92**			2	**131**				
03:30		0	69			2	**99**				
03:45		1	75	3	343	4	64	10	399	13	742
04:00		5	78			2	78				
04:15		2	68			9	82				
04:30		3	76			10	81				
04:45		2	96	12	318	9	77	30	318	42	636
05:00		9	73			22	101				
05:15		6	77			11	74				
05:30		7	89			21	128				
05:45		11	70	33	309	19	93	73	396	106	705
06:00		7	85			23	82				
06:15		16	55			34	69				
06:30		19	49			37	63				
06:45		26	40	68	229	41	46	135	260	203	489
07:00		48	31			41	48				
07:15		**117**	33			90	42				
07:30		**90**	29			101	51				
07:45		**77**	25	332	118	54	27	286	168	618	286
08:00		**89**	27			**64**	39				
08:15		87	17			**101**	25				
08:30		96	21			**109**	23				
08:45		83	16	355	81	**74**	29	348	116	703	197
09:00		54	11			62	10				
09:15		36	15			52	23				
09:30		46	15			39	23				
09:45		46	11	182	52	49	12	202	68	384	120
10:00		35	6			36	22				
10:15		39	10			34	11				
10:30		34	8			45	11				
10:45		47	5	155	29	52	6	167	50	322	79
11:00		43	11			54	11				
11:15		46	4			43	11				
11:30		59	5			51	7				
11:45		69	1	217	21	65	12	213	41	430	62
Total		1378	2233	1378	2233	1493	2589	1493	2589	2871	4822
Combined Total		3611		3611		4082		4082		7693	
AM Peak	-	07:15	-	-	-	08:00	-	-	-	-	-
Vol.	-	373	-	-	-	348	-	-	-	-	-
P.H.F.		0.797				0.798					
PM Peak	-	-	02:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	372	-	-	-	418	-	-	-	-
P.H.F.			0.869				0.798				
Percentage		38.2%	61.8%			36.6%	63.4%				

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	2/28/26 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	45			4	**81**				
12:15		4	24			6	**45**				
12:30		3	29			0	**48**				
12:45		2	30	13	128	2	**47**	12	221	25	349
01:00		1	36			3	53				
01:15		2	25			3	29				
01:30		1	31			2	44				
01:45		3	39	7	131	7	55	15	181	22	312
02:00		1	40			2	74				
02:15		2	33			4	46				
02:30		2	23			2	43				
02:45		3	41	8	137	1	39	9	202	17	339
03:00		2	27			5	41				
03:15		1	33			3	43				
03:30		1	**42**			1	45				
03:45		1	**27**	5	129	1	33	10	162	15	291
04:00		0	**41**			2	34				
04:15		2	**37**			1	34				
04:30		3	34			6	50				
04:45		3	21	8	133	4	33	13	151	21	284
05:00		2	33			6	44				
05:15		3	24			2	23				
05:30		2	31			10	34				
05:45		4	41	11	129	11	33	29	134	40	263
06:00		4	24			11	34				
06:15		6	28			8	28				
06:30		8	28			14	34				
06:45		17	19	35	99	17	22	50	118	85	217
07:00		11	24			12	31				
07:15		12	21			11	32				
07:30		16	27			20	22				
07:45		25	19	64	91	21	15	64	100	128	191
08:00		18	16			30	21				
08:15		31	20			24	22				
08:30		33	17			40	23				
08:45		68	18	150	71	63	19	157	85	307	156
09:00		47	14			48	26				
09:15		29	14			37	17				
09:30		31	16			43	24				
09:45		**56**	9	163	53	35	2	163	69	326	122
10:00		**56**	10			50	15				
10:15		**44**	6			57	11				
10:30		**34**	14			36	16				
10:45		52	11	186	41	52	5	195	47	381	88
11:00		41	8			**41**	19				
11:15		43	6			**65**	14				
11:30		48	13			**65**	7				
11:45		45	4	177	31	**68**	12	239	52	416	83
Total		827	1173	827	1173	956	1522	956	1522	1783	2695
Combined Total		2000		2000		2478		2478		4478	
AM Peak	-	09:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	190	-	-	-	239	-	-	-	-	-
P.H.F.		0.848				0.879					
PM Peak	-	-	03:30	-	-	-	12:00	-	-	-	-
Vol.	-	-	147	-	-	-	221	-	-	-	-
P.H.F.			0.875				0.682				
Percentage		41.4%	58.7%			38.6%	61.4%				

Counts Unimited, Inc.

PO Box 1178
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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	3/1/26 Sun	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	33			4	51				
12:15		5	26			8	36				
12:30		5	32			6	37				
12:45		1	29	16	120	5	**38**	23	162	39	282
01:00		2	28			3	**37**				
01:15		5	28			3	**47**				
01:30		3	27			2	**48**				
01:45		2	40	12	123	3	35	11	167	23	290
02:00		3	25			4	37				
02:15		4	18			3	33				
02:30		2	21			4	41				
02:45		3	32	12	96	1	32	12	143	24	239
03:00		1	23			4	24				
03:15		1	28			1	27				
03:30		1	26			2	41				
03:45		2	25	5	102	1	27	8	119	13	221
04:00		3	**42**			4	34				
04:15		3	**37**			2	40				
04:30		1	**30**			3	27				
04:45		1	**44**	8	153	3	31	12	132	20	285
05:00		2	32			5	47				
05:15		0	28			2	29				
05:30		2	27			1	28				
05:45		2	27	6	114	5	33	13	137	19	251
06:00		0	36			5	40				
06:15		4	26			4	30				
06:30		3	33			8	35				
06:45		4	23	11	118	4	26	21	131	32	249
07:00		6	33			12	18				
07:15		7	22			4	30				
07:30		9	17			14	30				
07:45		13	10	35	82	11	18	41	96	76	178
08:00		13	14			18	15				
08:15		12	10			26	22				
08:30		21	10			27	13				
08:45		21	17	67	51	22	15	93	65	160	116
09:00		16	11			21	17				
09:15		**19**	9			33	15				
09:30		**19**	6			26	12				
09:45		**34**	2	88	28	41	15	121	59	209	87
10:00		**38**	2			36	9				
10:15		15	7			30	3				
10:30		20	2			33	2				
10:45		31	5	104	16	34	6	133	20	237	36
11:00		26	3			**31**	5				
11:15		32	4			**37**	3				
11:30		11	5			**38**	8				
11:45		14	0	83	12	**45**	4	151	20	234	32
Total		447	1015	447	1015	639	1251	639	1251	1086	2266
Combined Total		1462		1462		1890		1890		3352	
AM Peak	-	09:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	110	-	-	-	151	-	-	-	-	-
P.H.F.		0.724				0.839					
PM Peak	-	-	04:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	153	-	-	-	170	-	-	-	-
P.H.F.			0.869				0.885				
Percentage		30.6%	69.4%			33.8%	66.2%				

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	3/2/26 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	50			4	74				
12:15		4	47			1	68				
12:30		1	42			1	55				
12:45		1	59	9	198	1	61	7	258	16	456
01:00		3	68			0	58				
01:15		0	46			4	61				
01:30		0	52			1	58				
01:45		0	55	3	221	0	61	5	238	8	459
02:00		0	51			0	48				
02:15		0	51			1	63				
02:30		1	49			3	64				
02:45		1	77	2	228	1	79	5	254	7	482
03:00		0	**121**			1	107				
03:15		0	**88**			2	54				
03:30		0	**73**			4	77				
03:45		0	**83**	0	365	3	66	10	304	10	669
04:00		6	104			2	83				
04:15		0	73			9	79				
04:30		3	89			15	82				
04:45		5	81	14	347	6	74	32	318	46	665
05:00		7	80			12	**104**				
05:15		7	82			17	**71**				
05:30		6	103			24	**89**				
05:45		6	90	26	355	30	**79**	83	343	109	698
06:00		8	80			29	77				
06:15		11	42			31	68				
06:30		17	62			24	65				
06:45		31	39	67	223	39	44	123	254	190	477
07:00		28	23			45	35				
07:15		50	20			41	40				
07:30		49	41			44	25				
07:45		84	20	211	104	56	21	186	121	397	225
08:00		**93**	17			**73**	19				
08:15		**113**	17			**99**	23				
08:30		**100**	18			**115**	13				
08:45		**85**	17	391	69	**91**	19	378	74	769	143
09:00		31	22			53	18				
09:15		33	14			40	13				
09:30		30	6			31	6				
09:45		50	4	144	46	39	9	163	46	307	92
10:00		33	4			46	11				
10:15		39	6			52	12				
10:30		44	4			42	6				
10:45		37	2	153	16	56	8	196	37	349	53
11:00		32	4			41	3				
11:15		54	1			44	4				
11:30		43	0			50	2				
11:45		52	2	181	7	55	5	190	14	371	21
Total		1201	2179	1201	2179	1378	2261	1378	2261	2579	4440
Combined Total		3380		3380		3639		3639		7019	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	391	-	-	-	378	-	-	-	-	-
P.H.F.		0.865				0.822					
PM Peak	-	-	03:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	365	-	-	-	343	-	-	-	-
P.H.F.			0.754				0.825				
Percentage		35.5%	64.5%			37.9%	62.1%				

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	3/3/26 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	55			1	70				
12:15		2	50			1	33				
12:30		2	60			3	51				
12:45		3	68	8	233	0	73	5	227	13	460
01:00		1	68			3	64				
01:15		1	56			2	71				
01:30		2	51			2	66				
01:45		2	44	6	219	3	54	10	255	16	474
02:00		0	46			1	57				
02:15		2	64			3	63				
02:30		1	69			2	68				
02:45		0	86	3	265	2	77	8	265	11	530
03:00		2	122			0	86				
03:15		1	95			2	67				
03:30		3	78			4	71				
03:45		1	80	7	375	3	81	9	305	16	680
04:00		2	88			0	80				
04:15		4	**99**			9	67				
04:30		0	**104**			19	69				
04:45		6	**103**	12	394	11	**85**	39	301	51	695
05:00		13	**118**			19	**117**				
05:15		6	73			16	**78**				
05:30		6	97			29	**92**				
05:45		5	111	30	399	30	83	94	370	124	769
06:00		9	110			26	75				
06:15		11	65			43	60				
06:30		18	54			29	52				
06:45		32	45	70	274	43	60	141	247	211	521
07:00		51	33			50	45				
07:15		64	26			99	40				
07:30		88	23			107	40				
07:45		**87**	13	290	95	56	37	312	162	602	257
08:00		**67**	24			**62**	24				
08:15		**95**	16			**98**	27				
08:30		**106**	17			**104**	31				
08:45		81	18	349	75	**74**	23	338	105	687	180
09:00		44	10			56	14				
09:15		41	17			36	11				
09:30		39	8			34	10				
09:45		49	6	173	41	49	9	175	44	348	85
10:00		39	5			42	10				
10:15		43	4			46	8				
10:30		45	3			63	5				
10:45		40	3	167	15	40	8	191	31	358	46
11:00		33	6			52	12				
11:15		45	5			44	5				
11:30		61	4			54	3				
11:45		66	3	205	18	52	2	202	22	407	40
Total		1320	2403	1320	2403	1524	2334	1524	2334	2844	4737
Combined Total		3723		3723		3858		3858		7581	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	355	-	-	-	338	-	-	-	-	-
P.H.F.		0.837				0.790					
PM Peak	-	-	04:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	424	-	-	-	372	-	-	-	-
P.H.F.			0.898				0.795				
Percentage		35.5%	64.5%			39.5%	60.5%				

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City of Hollister
San Benito Street
B/ Nash Road - River Parkway
7 Day Directional Volume Count

HTR007
Site Code: 057-26186

Start Time	3/4/26 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	57			5	70				
12:15		2	54			2	62				
12:30		2	56			1	54				
12:45		1	96	7	263	2	69	10	255	17	518
01:00		3	70			3	82				
01:15		0	69			2	67				
01:30		2	65			1	57				
01:45		0	56	5	260	3	61	9	267	14	527
02:00		1	53			0	75				
02:15		0	78			5	57				
02:30		0	64			1	67				
02:45		1	75	2	270	3	85	9	284	11	554
03:00		1	123			0	93				
03:15		1	102			2	90				
03:30		1	56			4	66				
03:45		1	72	4	353	4	81	10	330	14	683
04:00		4	92			3	69				
04:15		3	71			7	80				
04:30		4	87			15	**90**				
04:45		3	**98**	14	348	9	**80**	34	319	48	667
05:00		8	**101**			19	**112**				
05:15		5	**82**			13	**93**				
05:30		5	**108**			30	90				
05:45		8	82	26	373	30	70	92	365	118	738
06:00		9	83			26	69				
06:15		14	82			28	74				
06:30		15	64			41	53				
06:45		24	38	62	267	46	43	141	239	203	506
07:00		48	27			56	36				
07:15		65	23			90	41				
07:30		92	26			93	44				
07:45		**77**	22	282	98	60	28	299	149	581	247
08:00		**86**	36			**64**	35				
08:15		**75**	21			**95**	27				
08:30		**94**	25			**95**	22				
08:45		63	10	318	92	**63**	24	317	108	635	200
09:00		54	14			43	18				
09:15		30	12			40	17				
09:30		52	8			49	10				
09:45		46	5	182	39	30	15	162	60	344	99
10:00		26	6			45	9				
10:15		49	11			43	8				
10:30		41	3			41	6				
10:45		42	3	158	23	55	7	184	30	342	53
11:00		39	0			43	3				
11:15		39	3			36	5				
11:30		55	2			52	4				
11:45		51	2	184	7	59	3	190	15	374	22
Total		1244	2393	1244	2393	1457	2421	1457	2421	2701	4814
Combined Total		3637		3637		3878		3878		7515	
AM Peak	-	07:45	-	-	-	08:00	-	-	-	-	-
Vol.	-	332	-	-	-	317	-	-	-	-	-
P.H.F.		0.883				0.834					
PM Peak	-	-	04:45	-	-	-	04:30	-	-	-	-
Vol.	-	-	389	-	-	-	375	-	-	-	-
P.H.F.			0.900				0.837				
Percentage		34.2%	65.8%			37.6%	62.4%				
ADT/AADT		ADT 6,460		AADT 6,460							

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/26/2026 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	30			0	18				
12:15		0	38			2	32				
12:30		0	45			0	38				
12:45		0	20	3	133	0	29	2	117	5	250
01:00		0	24			0	31				
01:15		1	**31**			0	31				
01:30		1	**66**			1	0				
01:45		2	**79**	4	200	4	34	5	96	9	296
02:00		0	**46**			0	44				
02:15		0	24			1	36				
02:30		0	40			0	28				
02:45		0	33	0	143	1	26	2	134	2	277
03:00		0	56			0	32				
03:15		1	47			0	66				
03:30		0	50			0	41				
03:45		2	47	3	200	3	42	3	181	6	381
04:00		0	53			0	41				
04:15		2	52			0	50				
04:30		4	41			2	41				
04:45		0	48	6	194	1	55	3	187	9	381
05:00		4	55			1	57				
05:15		4	37			1	35				
05:30		2	37			0	34				
05:45		8	29	18	158	7	**46**	9	172	27	330
06:00		4	63			1	**58**				
06:15		7	49			4	**69**				
06:30		8	48			5	**76**				
06:45		7	30	26	190	8	25	18	228	44	418
07:00		25	16			12	11				
07:15		56	7			36	5				
07:30		55	11			36	4				
07:45		**64**	16	200	50	**33**	11	117	31	317	81
08:00		**45**	9			**35**	12				
08:15		**55**	15			**66**	15				
08:30		**99**	6			**48**	6				
08:45		39	8	238	38	30	8	179	41	417	79
09:00		24	6			21	4				
09:15		22	7			21	10				
09:30		19	8			18	12				
09:45		28	7	93	28	20	5	80	31	173	59
10:00		24	3			13	2				
10:15		14	6			19	3				
10:30		34	8			32	8				
10:45		32	3	104	20	18	1	82	14	186	34
11:00		36	5			31	13				
11:15		17	0			36	1				
11:30		26	0			33	0				
11:45		77	0	156	5	27	0	127	14	283	19
Total		851	1359	851	1359	627	1246	627	1246	1478	2605
Combined Total		2210		2210		1873		1873		4083	
AM Peak	-	07:45	-	-	-	07:45	-	-	-	-	-
Vol.	-	263	-	-	-	182	-	-	-	-	-
P.H.F.		0.664				0.689					
PM Peak	-	-	01:15	-	-	-	05:45	-	-	-	-
Vol.	-	-	222	-	-	-	249	-	-	-	-
P.H.F.			0.703				0.819				
Percentage		38.5%	61.5%			33.5%	66.5%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	26			0	28				
12:15		1	30			2	33				
12:30		2	18			3	25				
12:45		2	44	6	118	3	41	8	127	14	245
01:00		0	40			0	36				
01:15		7	51			1	27				
01:30		0	45			0	33				
01:45		0	37	7	173	0	32	1	128	8	301
02:00		0	33			0	30				
02:15		0	37			2	**40**				
02:30		4	74			5	**60**				
02:45		2	63	6	207	3	**50**	10	180	16	387
03:00		2	83			0	**48**				
03:15		0	**76**			2	35				
03:30		0	**118**			0	53				
03:45		2	**101**	4	378	1	39	3	175	7	553
04:00		1	**91**			0	36				
04:15		2	66			1	36				
04:30		6	60			1	35				
04:45		4	59	13	276	1	27	3	134	16	410
05:00		3	70			1	39				
05:15		2	49			0	34				
05:30		4	32			0	34				
05:45		4	36	13	187	1	30	2	137	15	324
06:00		0	41			0	45				
06:15		4	51			0	49				
06:30		3	55			6	48				
06:45		17	26	24	173	20	28	26	170	50	343
07:00		18	18			26	15				
07:15		49	7			58	10				
07:30		61	7			58	10				
07:45		38	10	166	42	29	9	171	44	337	86
08:00		**45**	9			**46**	8				
08:15		**54**	2			**71**	7				
08:30		**85**	2			**81**	6				
08:45		**56**	2	240	15	**34**	6	232	27	472	42
09:00		39	9			26	15				
09:15		20	3			33	6				
09:30		22	7			15	5				
09:45		18	4	99	23	21	7	95	33	194	56
10:00		19	3			28	3				
10:15		28	8			23	6				
10:30		24	2			24	0				
10:45		15	7	86	20	33	4	108	13	194	33
11:00		26	1			20	1				
11:15		31	0			22	4				
11:30		26	3			34	1				
11:45		27	4	110	8	34	3	110	9	220	17
Total		774	1620	774	1620	769	1177	769	1177	1543	2797
Combined Total		2394		2394		1946		1946		4340	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	240	-	-	-	232	-	-	-	-	-
P.H.F.		0.706				0.716					
PM Peak	-	-	03:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	386	-	-	-	198	-	-	-	-
P.H.F.			0.818				0.825				
Percentage		32.3%	67.7%			39.5%	60.5%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	10			1	11				
12:15		2	5			2	11				
12:30		4	11			4	9				
12:45		0	18	8	44	0	11	7	42	15	86
01:00		2	9			2	10				
01:15		4	14			6	9				
01:30		2	15			1	12				
01:45		3	13	11	51	1	12	10	43	21	94
02:00		1	10			1	10				
02:15		3	9			2	**17**				
02:30		0	17			0	**12**				
02:45		1	17	5	53	1	**12**	4	51	9	104
03:00		1	9			1	**11**				
03:15		0	6			0	10				
03:30		0	13			0	13				
03:45		0	13	1	41	0	12	1	46	2	87
04:00		2	**14**			2	10				
04:15		0	**16**			0	12				
04:30		0	**18**			0	12				
04:45		4	**15**	6	63	1	5	3	39	9	102
05:00		1	11			1	6				
05:15		2	16			1	13				
05:30		2	11			1	12				
05:45		4	14	9	52	3	6	6	37	15	89
06:00		2	9			1	9				
06:15		1	14			0	11				
06:30		6	22			7	10				
06:45		6	13	15	58	1	12	9	42	24	100
07:00		13	9			5	19				
07:15		4	9			2	8				
07:30		4	12			2	4				
07:45		10	8	31	38	6	7	15	38	46	76
08:00		5	4			5	4				
08:15		14	4			12	3				
08:30		6	4			2	4				
08:45		20	4	45	16	10	7	29	18	74	34
09:00		12	7			11	8				
09:15		6	12			9	5				
09:30		11	6			**14**	8				
09:45		14	5	43	30	**11**	2	45	23	88	53
10:00		4	6			**7**	5				
10:15		**20**	1			**14**	3				
10:30		**7**	4			9	5				
10:45		**18**	3	49	14	7	2	37	15	86	29
11:00		**11**	0			11	3				
11:15		12	4			11	8				
11:30		11	1			4	3				
11:45		18	3	52	8	13	5	39	19	91	27
Total		275	468	275	468	205	413	205	413	480	881
Combined Total		743		743		618		618		1361	
AM Peak	-	10:15	-	-	-	09:30	-	-	-	-	-
Vol.	-	56	-	-	-	46	-	-	-	-	-
P.H.F.		0.700				0.821					
PM Peak	-	-	04:00	-	-	-	02:15	-	-	-	-
Vol.	-	-	63	-	-	-	52	-	-	-	-
P.H.F.			0.875				0.765				
Percentage		37.0%	63.0%			33.2%	66.8%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	13			0	9				
12:15		0	17			4	7				
12:30		1	12			0	14				
12:45		0	8	3	50	1	9	5	39	8	89
01:00		0	7			0	7				
01:15		3	8			5	11				
01:30		0	9			0	10				
01:45		0	12	3	36	0	12	5	40	8	76
02:00		1	14			0	6				
02:15		0	7			2	8				
02:30		1	12			2	**13**				
02:45		0	9	2	42	0	**12**	4	39	6	81
03:00		0	13			1	**16**				
03:15		0	10			1	**10**				
03:30		1	9			0	7				
03:45		0	9	1	41	0	4	2	37	3	78
04:00		0	7			0	9				
04:15		1	**14**			0	11				
04:30		2	**16**			2	12				
04:45		2	**16**	5	53	1	6	3	38	8	91
05:00		3	**15**			1	10				
05:15		1	10			1	7				
05:30		0	17			1	9				
05:45		2	12	6	54	2	7	5	33	11	87
06:00		5	14			4	8				
06:15		2	8			1	6				
06:30		2	13			2	10				
06:45		8	4	17	39	4	7	11	31	28	70
07:00		1	11			1	13				
07:15		6	14			3	11				
07:30		2	5			1	5				
07:45		5	11	14	41	2	5	7	34	21	75
08:00		2	11			3	8				
08:15		6	2			3	5				
08:30		2	6			3	2				
08:45		9	10	19	29	5	7	14	22	33	51
09:00		6	6			3	4				
09:15		3	10			5	9				
09:30		17	5			10	3				
09:45		16	7	42	28	9	4	27	20	69	48
10:00		14	6			8	7				
10:15		**22**	14			10	6				
10:30		**21**	5			8	0				
10:45		**19**	2	76	27	7	2	33	15	109	42
11:00		**28**	5			**15**	2				
11:15		12	1			**7**	1				
11:30		9	0			**12**	1				
11:45		11	0	60	6	**8**	0	42	4	102	10
Total		248	446	248	446	158	352	158	352	406	798
Combined Total		694		694		510		510		1204	
AM Peak	-	10:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	90	-	-	-	42	-	-	-	-	-
P.H.F.		0.804				0.700					
PM Peak	-	-	04:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	61	-	-	-	51	-	-	-	-
P.H.F.			0.953				0.797				
Percentage		35.7%	64.3%			31.0%	69.0%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	21			0	30				
12:15		0	19			3	24				
12:30		2	30			2	30				
12:45		1	54	3	124	1	37	6	121	9	245
01:00		0	22			0	31				
01:15		3	22			1	36				
01:30		0	27			0	32				
01:45		0	28	3	99	0	30	1	129	4	228
02:00		0	24			0	37				
02:15		1	29			1	44				
02:30		1	26			1	**55**				
02:45		0	48	2	127	0	**40**	2	176	4	303
03:00		0	45			0	**49**				
03:15		0	**46**			0	**51**				
03:30		1	**59**			1	40				
03:45		0	**50**	1	200	0	47	1	187	2	387
04:00		8	**47**			3	37				
04:15		3	30			1	44				
04:30		6	44			2	33				
04:45		3	57	20	178	0	46	6	160	26	338
05:00		1	36			0	43				
05:15		1	42			2	46				
05:30		2	41			1	37				
05:45		7	23	11	142	2	31	5	157	16	299
06:00		4	23			2	33				
06:15		5	59			3	42				
06:30		4	49			4	45				
06:45		10	41	23	172	6	25	15	145	38	317
07:00		18	12			20	14				
07:15		28	12			25	13				
07:30		37	21			25	15				
07:45		61	6	144	51	37	8	107	50	251	101
08:00		**63**	9			**37**	14				
08:15		**71**	5			**33**	6				
08:30		**75**	15			**50**	8				
08:45		**76**	12	285	41	**44**	10	164	38	449	79
09:00		30	5			32	8				
09:15		29	4			23	1				
09:30		15	3			19	4				
09:45		17	9	91	21	21	3	95	16	186	37
10:00		12	4			19	4				
10:15		18	4			20	2				
10:30		20	2			13	5				
10:45		16	5	66	15	19	5	71	16	137	31
11:00		13	0			20	2				
11:15		28	5			30	5				
11:30		26	0			22	0				
11:45		27	2	94	7	31	1	103	8	197	15
Total		743	1177	743	1177	576	1203	576	1203	1319	2380
Combined Total		1920		1920		1779		1779		3699	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	285	-	-	-	164	-	-	-	-	-
P.H.F.		0.938				0.820					
PM Peak	-	-	03:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	202	-	-	-	195	-	-	-	-
P.H.F.			0.856				0.886				
Percentage		38.7%	61.3%			32.4%	67.6%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/3/2026 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	14			0	36				
12:15		1	22			2	22				
12:30		0	19			0	31				
12:45		2	36	3	91	2	40	4	129	7	220
01:00		1	25			1	34				
01:15		3	32			2	37				
01:30		1	24			1	25				
01:45		0	26	5	107	0	35	4	131	9	238
02:00		0	18			0	34				
02:15		0	37			1	38				
02:30		2	27			0	**50**				
02:45		0	27	2	109	0	**51**	1	173	3	282
03:00		2	**53**			1	**45**				
03:15		3	**45**			1	**44**				
03:30		1	**30**			1	40				
03:45		2	**43**	8	171	0	45	3	174	11	345
04:00		6	36			1	38				
04:15		3	24			1	38				
04:30		6	36			2	40				
04:45		3	34	18	130	2	39	6	155	24	285
05:00		2	29			1	60				
05:15		2	40			2	40				
05:30		3	27			1	41				
05:45		4	39	11	135	2	43	6	184	17	319
06:00		7	33			2	53				
06:15		7	30			3	38				
06:30		8	36			6	53				
06:45		24	21	46	120	14	34	25	178	71	298
07:00		23	13			18	16				
07:15		64	16			40	13				
07:30		58	9			33	10				
07:45		46	7	191	45	**32**	10	123	49	314	94
08:00		**46**	5			**33**	6				
08:15		**58**	6			**44**	9				
08:30		**98**	11			**56**	14				
08:45		**53**	7	255	29	25	10	158	39	413	68
09:00		26	5			21	3				
09:15		24	6			18	11				
09:30		16	3			17	3				
09:45		25	3	91	17	26	5	82	22	173	39
10:00		18	2			18	1				
10:15		19	4			21	7				
10:30		23	1			19	4				
10:45		20	4	80	11	24	3	82	15	162	26
11:00		13	2			23	3				
11:15		23	0			34	1				
11:30		30	0			25	0				
11:45		30	0	96	2	27	2	109	6	205	8
Total		806	967	806	967	603	1255	603	1255	1409	2222
Combined Total		1773		1773		1858		1858		3631	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	255	-	-	-	165	-	-	-	-	-
P.H.F.		0.651				0.737					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	171	-	-	-	190	-	-	-	-
P.H.F.			0.807				0.931				
Percentage		45.5%	54.5%			32.5%	67.5%				

Counts Unlimited, Inc.

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City of Hollister
B Street
B/ West Street - Monterey Street
7 Day Directional Volume Count

HTR001
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/4/2026 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	21			2	24				
12:15		0	27			2	25				
12:30		0	23			0	30				
12:45		0	28	0	99	0	25	4	104	4	203
01:00		0	30			0	44				
01:15		2	23			2	37				
01:30		0	30			1	40				
01:45		1	35	3	118	1	46	4	167	7	285
02:00		0	25			0	31				
02:15		0	24			0	34				
02:30		0	31			1	44				
02:45		3	**39**	3	119	1	33	2	142	5	261
03:00		0	**54**			0	34				
03:15		1	**45**			1	41				
03:30		0	**33**			0	23				
03:45		0	30	1	162	2	46	3	144	4	306
04:00		1	39			1	**52**				
04:15		2	27			1	**45**				
04:30		3	31			0	**47**				
04:45		3	31	9	128	3	**48**	5	192	14	320
05:00		0	28			0	46				
05:15		2	23			2	42				
05:30		2	26			2	42				
05:45		2	51	6	128	5	34	9	164	15	292
06:00		1	54			2	35				
06:15		2	31			2	44				
06:30		3	33			2	46				
06:45		4	23	10	141	6	20	12	145	22	286
07:00		17	5			20	13				
07:15		44	7			41	6				
07:30		40	6			36	8				
07:45		26	9	127	27	31	11	128	38	255	65
08:00		**28**	2			**23**	7				
08:15		**39**	4			**49**	5				
08:30		**46**	4			**59**	7				
08:45		**40**	4	153	14	**32**	4	163	23	316	37
09:00		17	12			20	12				
09:15		22	4			23	4				
09:30		19	3			18	3				
09:45		15	4	73	23	19	3	80	22	153	45
10:00		13	2			15	2				
10:15		20	2			19	1				
10:30		17	2			17	3				
10:45		17	2	67	8	17	2	68	8	135	16
11:00		18	0			20	1				
11:15		22	2			29	2				
11:30		18	3			34	2				
11:45		24	1	82	6	24	1	107	6	189	12
Total		534	973	534	973	585	1155	585	1155	1119	2128
Combined Total		1507		1507		1740		1740		3247	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	153	-	-	-	163	-	-	-	-	-
P.H.F.		0.832				0.691					
PM Peak	-	-	02:45	-	-	-	04:00	-	-	-	-
Vol.	-	-	171	-	-	-	192	-	-	-	-
P.H.F.			0.792				0.923				
Percentage		35.4%	64.6%			33.6%	66.4%				
ADT/AADT		ADT 3,081		AADT 3,081							

Counts Unlimited, Inc.

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/26/2026 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	8			1	2				
12:15		1	9			1	12				
12:30		0	7			2	4				
12:45		0	8	3	32	1	9	5	27	8	59
01:00		0	10			1	7				
01:15		2	**5**			0	5				
01:30		1	**12**			0	**28**				
01:45		0	**110**	3	137	0	**25**	1	65	4	202
02:00		1	**13**			1	**15**				
02:15		0	3			0	**7**				
02:30		0	8			2	5				
02:45		0	6	1	30	0	4	3	31	4	61
03:00		1	12			0	11				
03:15		0	6			1	7				
03:30		0	4			0	12				
03:45		1	9	2	31	1	8	2	38	4	69
04:00		2	3			1	6				
04:15		0	4			0	5				
04:30		0	0			0	7				
04:45		2	4	4	11	0	7	1	25	5	36
05:00		1	4			0	6				
05:15		3	3			2	5				
05:30		2	3			3	7				
05:45		0	3	6	13	3	5	8	23	14	36
06:00		3	8			2	10				
06:15		3	7			3	6				
06:30		5	6			4	10				
06:45		2	8	13	29	1	6	10	32	23	61
07:00		3	10			3	5				
07:15		10	8			26	4				
07:30		29	7			31	4				
07:45		10	7	52	32	**13**	6	73	19	125	51
08:00		8	6			**8**	4				
08:15		**13**	5			**30**	6				
08:30		**64**	7			**56**	1				
08:45		**14**	5	99	23	5	5	99	16	198	39
09:00		**9**	1			8	1				
09:15		13	7			6	3				
09:30		8	3			5	1				
09:45		4	0	34	11	4	4	23	9	57	20
10:00		2	2			4	0				
10:15		8	3			8	0				
10:30		2	0			2	5				
10:45		1	1	13	6	6	5	20	10	33	16
11:00		7	1			7	1				
11:15		4	1			6	1				
11:30		6	0			8	1				
11:45		13	1	30	3	10	1	31	4	61	7
Total		260	358	260	358	276	299	276	299	536	657
Combined Total		618		618		575		575		1193	
AM Peak	-	08:15	-	-	-	07:45	-	-	-	-	-
Vol.	-	100	-	-	-	107	-	-	-	-	-
P.H.F.		0.391				0.478					
PM Peak	-	-	01:15	-	-	-	01:30	-	-	-	-
Vol.	-	-	140	-	-	-	75	-	-	-	-
P.H.F.			0.318				0.670				
Percentage		42.1%	57.9%			48.0%	52.0%				

Counts Unlimited, Inc.

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	9			4	5				
12:15		0	9			0	4				
12:30		0	7			0	6				
12:45		1	10	3	35	0	10	4	25	7	60
01:00		1	7			0	6				
01:15		1	6			0	10				
01:30		0	7			1	6				
01:45		1	8	3	28	0	8	1	30	4	58
02:00		1	4			0	7				
02:15		0	2			0	7				
02:30		0	5			0	**13**				
02:45		0	**11**	1	22	1	**28**	1	55	2	77
03:00		0	**116**			0	**36**				
03:15		0	**22**			2	**14**				
03:30		0	**14**			1	10				
03:45		1	7	1	159	0	7	3	67	4	226
04:00		2	3			3	7				
04:15		0	10			2	5				
04:30		0	4			0	9				
04:45		2	6	4	23	2	10	7	31	11	54
05:00		0	6			0	12				
05:15		4	2			1	12				
05:30		2	8			6	7				
05:45		4	8	10	24	1	8	8	39	18	63
06:00		3	8			2	14				
06:15		5	3			4	7				
06:30		1	2			0	5				
06:45		1	11	10	24	0	6	6	32	16	56
07:00		1	13			2	9				
07:15		20	8			33	9				
07:30		32	6			23	8				
07:45		8	8	61	35	8	7	66	33	127	68
08:00		**10**	6			**12**	4				
08:15		**20**	4			**27**	3				
08:30		**53**	5			**49**	5				
08:45		**22**	3	105	18	**16**	4	104	16	209	34
09:00		5	3			6	7				
09:15		1	7			4	6				
09:30		3	6			5	7				
09:45		3	6	12	22	2	10	17	30	29	52
10:00		1	6			4	3				
10:15		9	3			3	0				
10:30		5	3			4	0				
10:45		2	1	17	13	5	0	16	3	33	16
11:00		2	0			5	0				
11:15		6	2			4	1				
11:30		4	1			5	2				
11:45		5	0	17	3	4	1	18	4	35	7
Total		244	406	244	406	251	365	251	365	495	771
Combined Total		650		650		616		616		1266	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	105	-	-	-	104	-	-	-	-	-
P.H.F.		0.495				0.531					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	163	-	-	-	91	-	-	-	-
P.H.F.			0.351				0.632				
Percentage		37.5%	62.5%			40.7%	59.3%				

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	**5**			3	5				
12:15		0	**14**			0	15				
12:30		1	**13**			0	16				
12:45		2	**12**	7	44	2	7	5	43	12	87
01:00		1	4			1	8				
01:15		0	8			1	4				
01:30		2	10			0	6				
01:45		0	5	3	27	0	**11**	2	29	5	56
02:00		0	6			0	**13**				
02:15		0	4			0	**15**				
02:30		0	6			0	**9**				
02:45		0	11	0	27	0	11	0	48	0	75
03:00		0	12			0	10				
03:15		0	9			0	6				
03:30		1	6			1	5				
03:45		1	7	2	34	0	8	1	29	3	63
04:00		1	5			1	6				
04:15		0	7			0	9				
04:30		1	8			1	7				
04:45		1	6	3	26	3	10	5	32	8	58
05:00		0	6			0	7				
05:15		2	6			0	11				
05:30		1	5			5	4				
05:45		2	5	5	22	1	10	6	32	11	54
06:00		0	7			1	5				
06:15		1	11			2	21				
06:30		1	11			0	9				
06:45		4	6	6	35	2	12	5	47	11	82
07:00		3	10			3	5				
07:15		2	5			1	5				
07:30		6	8			8	5				
07:45		3	2	14	25	8	4	20	19	34	44
08:00		2	6			6	6				
08:15		6	3			6	4				
08:30		4	4			14	10				
08:45		5	5	17	18	14	2	40	22	57	40
09:00		6	6			9	4				
09:15		4	1			7	5				
09:30		14	2			8	6				
09:45		3	5	27	14	16	3	40	18	67	32
10:00		6	4			15	4				
10:15		7	3			11	5				
10:30		**6**	3			5	0				
10:45		**6**	1	25	11	5	3	36	12	61	23
11:00		**11**	3			**12**	3				
11:15		**10**	2			**17**	2				
11:30		3	2			**9**	3				
11:45		8	0	32	7	**14**	2	52	10	84	17
Total		141	290	141	290	212	341	212	341	353	631
Combined Total		431		431		553		553		984	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	33	-	-	-	52	-	-	-	-	-
P.H.F.		0.750				0.765					
PM Peak	-	-	12:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	44	-	-	-	48	-	-	-	-
P.H.F.			0.786				0.750				
Percentage		32.7%	67.3%			38.3%	61.7%				

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	11			4	8				
12:15		1	7			1	15				
12:30		1	11			0	8				
12:45		2	12	8	41	1	7	6	38	14	79
01:00		1	7			0	10				
01:15		0	9			0	10				
01:30		0	8			2	11				
01:45		0	10	1	34	0	**11**	2	42	3	76
02:00		0	8			0	**12**				
02:15		1	11			1	**9**				
02:30		1	13			0	**13**				
02:45		0	11	2	43	0	8	1	42	3	85
03:00		0	9			1	8				
03:15		0	7			1	5				
03:30		0	7			0	4				
03:45		0	**16**	0	39	1	12	3	29	3	68
04:00		1	**11**			1	7				
04:15		1	**11**			0	5				
04:30		1	**14**			0	6				
04:45		0	4	3	40	1	4	2	22	5	62
05:00		2	7			2	12				
05:15		1	7			0	14				
05:30		0	4			2	8				
05:45		2	2	5	20	0	9	4	43	9	63
06:00		0	12			0	8				
06:15		1	9			2	9				
06:30		0	2			1	11				
06:45		6	9	7	32	5	11	8	39	15	71
07:00		2	9			2	7				
07:15		0	10			3	15				
07:30		5	9			4	7				
07:45		2	9	9	37	6	2	15	31	24	68
08:00		3	4			1	7				
08:15		2	7			3	11				
08:30		2	3			5	2				
08:45		1	8	8	22	3	3	12	23	20	45
09:00		3	4			4	5				
09:15		2	8			7	4				
09:30		4	6			**8**	8				
09:45		4	2	13	20	**9**	2	28	19	41	39
10:00		5	3			**13**	1				
10:15		**11**	2			**8**	1				
10:30		**7**	0			5	1				
10:45		**6**	2	29	7	10	0	36	3	65	10
11:00		**9**	0			3	4				
11:15		7	1			9	2				
11:30		8	1			9	0				
11:45		5	0	29	2	7	2	28	8	57	10
Total		114	337	114	337	145	339	145	339	259	676
Combined Total		451		451		484		484		935	
AM Peak	-	10:15	-	-	-	09:30	-	-	-	-	-
Vol.	-	33	-	-	-	38	-	-	-	-	-
P.H.F.		0.750				0.731					
PM Peak	-	-	03:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	52	-	-	-	45	-	-	-	-
P.H.F.			0.813				0.865				
Percentage		25.3%	74.7%			30.0%	70.0%				

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	4			0	7				
12:15		0	0			0	4				
12:30		0	3			0	9				
12:45		0	11	2	18	4	5	4	25	6	43
01:00		0	7			0	7				
01:15		2	7			1	8				
01:30		1	6			0	4				
01:45		1	9	4	29	0	2	1	21	5	50
02:00		0	4			0	11				
02:15		0	5			2	9				
02:30		0	3			0	**13**				
02:45		1	**21**	1	33	1	**24**	3	57	4	90
03:00		4	**113**			0	**28**				
03:15		1	**26**			1	**13**				
03:30		1	**11**			1	10				
03:45		2	4	8	154	0	7	2	58	10	212
04:00		0	3			1	8				
04:15		1	7			0	9				
04:30		2	6			0	6				
04:45		0	8	3	24	0	7	1	30	4	54
05:00		1	2			2	7				
05:15		1	5			2	10				
05:30		1	3			0	6				
05:45		2	2	5	12	4	3	8	26	13	38
06:00		3	2			3	3				
06:15		3	9			3	10				
06:30		1	3			1	7				
06:45		4	3	11	17	3	4	10	24	21	41
07:00		4	10			7	6				
07:15		4	6			3	4				
07:30		10	4			12	1				
07:45		5	5	23	25	**13**	8	35	19	58	44
08:00		**8**	6			**11**	7				
08:15		**15**	6			**37**	8				
08:30		**74**	4			**94**	6				
08:45		**33**	6	130	22	13	5	155	26	285	48
09:00		8	1			6	5				
09:15		2	7			5	6				
09:30		7	4			2	2				
09:45		1	5	18	17	5	4	18	17	36	34
10:00		1	5			5	2				
10:15		4	0			5	0				
10:30		1	2			1	2				
10:45		3	2	9	9	2	0	13	4	22	13
11:00		4	2			5	1				
11:15		4	2			5	1				
11:30		5	0			0	0				
11:45		2	0	15	4	5	0	15	2	30	6
Total		229	364	229	364	265	309	265	309	494	673
Combined Total		593		593		574		574		1167	
AM Peak	-	08:00	-	-	-	07:45	-	-	-	-	-
Vol.	-	130	-	-	-	155	-	-	-	-	-
P.H.F.		0.439				0.412					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	171	-	-	-	78	-	-	-	-
P.H.F.			0.378				0.696				
Percentage		38.6%	61.4%			46.2%	53.8%				

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/3/2026 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	4			0	9				
12:15		0	4			0	4				
12:30		0	5			2	11				
12:45		0	14	0	27	1	8	3	32	3	59
01:00		2	10			0	6				
01:15		0	11			0	9				
01:30		0	3			0	5				
01:45		0	7	2	31	0	4	0	24	2	55
02:00		0	4			0	3				
02:15		0	3			2	11				
02:30		0	**7**			0	**11**				
02:45		2	**8**	2	22	1	**20**	3	45	5	67
03:00		0	**111**			0	**35**				
03:15		0	**30**			1	**16**				
03:30		0	7			0	4				
03:45		0	4	0	152	0	9	1	64	1	216
04:00		0	5			0	7				
04:15		5	6			2	5				
04:30		0	16			0	16				
04:45		1	8	6	35	2	12	4	40	10	75
05:00		3	7			0	9				
05:15		2	7			1	8				
05:30		5	2			8	9				
05:45		1	6	11	22	0	6	9	32	20	54
06:00		3	12			4	7				
06:15		3	6			5	6				
06:30		0	5			0	11				
06:45		5	4	11	27	2	8	11	32	22	59
07:00		5	10			6	10				
07:15		14	4			32	12				
07:30		39	10			28	4				
07:45		3	8	61	32	7	6	73	32	134	64
08:00		**11**	4			**6**	2				
08:15		**30**	9			**20**	7				
08:30		**57**	7			**63**	3				
08:45		**12**	3	110	23	**9**	6	98	18	208	41
09:00		2	1			4	5				
09:15		0	4			3	2				
09:30		3	4			7	1				
09:45		3	2	8	11	4	4	18	12	26	23
10:00		2	2			2	2				
10:15		3	2			4	2				
10:30		6	0			3	0				
10:45		3	1	14	5	4	0	13	4	27	9
11:00		7	0			6	0				
11:15		2	0			6	1				
11:30		4	2			5	3				
11:45		4	2	17	4	1	1	18	5	35	9
Total		242	391	242	391	251	340	251	340	493	731
Combined Total		633		633		591		591		1224	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	110	-	-	-	98	-	-	-	-	-
P.H.F.		0.482				0.389					
PM Peak	-	-	02:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	156	-	-	-	82	-	-	-	-
P.H.F.			0.351				0.586				
Percentage		38.2%	61.8%			42.5%	57.5%				

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City of Hollister
Powell Street
B/ Nash Road - B Street
7 Day Directional Volume Count

HTR002
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/4/2026 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	4			1	6				
12:15		0	1			0	5				
12:30		0	10			0	12				
12:45		0	14	1	29	0	6	1	29	2	58
01:00		1	6			0	9				
01:15		0	11			0	14				
01:30		0	6			1	4				
01:45		0	11	1	34	0	12	1	39	2	73
02:00		0	5			0	9				
02:15		0	2			2	8				
02:30		0	5			0	**13**				
02:45		2	**10**	2	22	0	**23**	2	53	4	75
03:00		0	**125**			0	**29**				
03:15		0	**24**			0	**11**				
03:30		1	**12**			1	7				
03:45		0	6	1	167	0	11	1	58	2	225
04:00		3	5			1	8				
04:15		1	8			1	8				
04:30		2	13			1	2				
04:45		0	9	6	35	0	6	3	24	9	59
05:00		2	3			0	17				
05:15		5	1			2	8				
05:30		3	3			4	11				
05:45		3	3	13	10	4	7	10	43	23	53
06:00		0	11			3	8				
06:15		3	10			4	5				
06:30		1	3			0	6				
06:45		5	6	9	30	1	10	8	29	17	59
07:00		3	7			7	8				
07:15		16	10			32	6				
07:30		31	10			28	5				
07:45		6	7	56	34	8	8	75	27	131	61
08:00		**5**	9			9	4				
08:15		**24**	14			**26**	11				
08:30		**55**	6			**66**	3				
08:45		**16**	4	100	33	**9**	1	110	19	210	52
09:00		4	2			**11**	4				
09:15		3	2			4	4				
09:30		3	3			6	2				
09:45		3	6	13	13	3	2	24	12	37	25
10:00		1	1			5	1				
10:15		3	2			3	4				
10:30		1	2			3	0				
10:45		4	3	9	8	2	2	13	7	22	15
11:00		3	0			2	0				
11:15		9	0			12	0				
11:30		7	1			1	1				
11:45		4	0	23	1	6	0	21	1	44	2
Total		234	416	234	416	269	341	269	341	503	757
Combined Total		650		650		610		610		1260	
AM Peak	-	08:00	-	-	-	08:15	-	-	-	-	-
Vol.	-	100	-	-	-	112	-	-	-	-	-
P.H.F.		0.455				0.424					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	171	-	-	-	76	-	-	-	-
P.H.F.			0.342				0.655				
Percentage		36.0%	64.0%			44.1%	55.9%				
ADT/AADT		ADT 1,147		AADT 1,147							

Counts Unlimited, Inc.

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/26/2026 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	15			0	19				
12:15		1	12			2	14				
12:30		2	20			0	19				
12:45		1	8	4	55	0	14	2	66	6	121
01:00		1	10			1	15				
01:15		0	6			0	17				
01:30		0	**26**			0	**32**				
01:45		0	**66**	1	108	0	**46**	1	110	2	218
02:00		0	**26**			0	**30**				
02:15		0	**12**			1	**22**				
02:30		0	11			0	20				
02:45		0	13	0	62	0	12	1	84	1	146
03:00		0	27			0	26				
03:15		1	16			2	21				
03:30		0	24			0	14				
03:45		1	18	2	85	1	12	3	73	5	158
04:00		0	23			0	10				
04:15		0	18			0	13				
04:30		1	9			1	10				
04:45		0	19	1	69	1	13	2	46	3	115
05:00		0	14			0	8				
05:15		0	16			0	14				
05:30		1	19			1	15				
05:45		2	17	3	66	2	13	3	50	6	116
06:00		2	37			2	12				
06:15		1	25			1	10				
06:30		5	31			6	16				
06:45		10	9	18	102	12	8	21	46	39	148
07:00		20	4			12	4				
07:15		44	4			52	4				
07:30		82	3			48	1				
07:45		18	9	164	20	17	5	129	14	293	34
08:00		**20**	1			**23**	5				
08:15		**51**	8			**33**	2				
08:30		**88**	3			**72**	4				
08:45		**40**	1	199	13	**23**	3	151	14	350	27
09:00		15	3			14	6				
09:15		12	6			14	2				
09:30		9	1			12	1				
09:45		7	3	43	13	8	2	48	11	91	24
10:00		11	2			9	3				
10:15		8	1			7	1				
10:30		15	3			19	3				
10:45		10	4	44	10	18	5	53	12	97	22
11:00		12	1			14	1				
11:15		10	3			13	0				
11:30		15	0			20	0				
11:45		33	1	70	5	26	0	73	1	143	6
Total		549	608	549	608	487	527	487	527	1036	1135
Combined Total		1157		1157		1014		1014		2171	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	199	-	-	-	151	-	-	-	-	-
P.H.F.		0.565				0.524					
PM Peak	-	-	01:30	-	-	-	01:30	-	-	-	-
Vol.	-	-	130	-	-	-	130	-	-	-	-
P.H.F.			0.492				0.707				
Percentage		47.5%	52.5%			48.0%	52.0%				

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	7			2	10				
12:15		0	12			0	20				
12:30		0	15			0	14				
12:45		0	16	1	50	0	25	2	69	3	119
01:00		0	20			0	25				
01:15		0	14			0	13				
01:30		0	23			0	28				
01:45		0	10	0	67	0	20	0	86	0	153
02:00		0	12			0	19				
02:15		0	16			1	20				
02:30		0	26			0	**34**				
02:45		0	**22**	0	76	0	**31**	1	104	1	180
03:00		0	**65**			0	**57**				
03:15		1	**53**			1	**28**				
03:30		0	**45**			0	21				
03:45		3	19	4	182	0	14	1	120	5	302
04:00		0	21			0	10				
04:15		0	17			0	16				
04:30		1	19			0	16				
04:45		2	20	3	77	2	16	2	58	5	135
05:00		1	26			1	15				
05:15		2	20			1	12				
05:30		4	31			3	16				
05:45		1	18	8	95	2	8	7	51	15	146
06:00		2	32			2	21				
06:15		3	36			3	14				
06:30		1	30			4	14				
06:45		7	20	13	118	7	14	16	63	29	181
07:00		27	5			15	3				
07:15		50	8			52	5				
07:30		79	5			38	3				
07:45		18	3	174	21	16	2	121	13	295	34
08:00		**17**	2			**20**	2				
08:15		**57**	2			**53**	5				
08:30		**79**	2			**78**	2				
08:45		**46**	2	199	8	**39**	2	190	11	389	19
09:00		14	6			9	4				
09:15		11	5			16	3				
09:30		6	1			13	1				
09:45		6	4	37	16	8	3	46	11	83	27
10:00		13	3			14	1				
10:15		12	2			12	0				
10:30		16	0			20	0				
10:45		4	5	45	10	8	7	54	8	99	18
11:00		11	0			16	0				
11:15		8	0			8	1				
11:30		15	0			18	0				
11:45		14	0	48	0	16	0	58	1	106	1
Total		532	720	532	720	498	595	498	595	1030	1315
Combined Total		1252		1252		1093		1093		2345	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	199	-	-	-	190	-	-	-	-	-
P.H.F.		0.630				0.609					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	185	-	-	-	150	-	-	-	-
P.H.F.			0.712				0.658				
Percentage		42.5%	57.5%			45.6%	54.4%				

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	6			0	**6**				
12:15		0	1			0	**7**				
12:30		0	6			0	**5**				
12:45		0	6	2	19	0	**5**	0	23	2	42
01:00		1	5			1	4				
01:15		0	5			1	5				
01:30		0	8			0	4				
01:45		0	9	1	27	0	7	2	20	3	47
02:00		0	3			0	6				
02:15		0	1			1	4				
02:30		1	9			1	5				
02:45		0	15	1	28	0	7	2	22	3	50
03:00		0	5			0	2				
03:15		0	2			0	4				
03:30		0	5			0	8				
03:45		0	1	0	13	0	5	0	19	0	32
04:00		1	2			0	3				
04:15		0	0			0	5				
04:30		1	3			1	1				
04:45		1	5	3	10	1	1	2	10	5	20
05:00		0	**6**			0	3				
05:15		1	**10**			1	5				
05:30		0	**10**			0	6				
05:45		0	**7**	1	33	0	7	1	21	2	54
06:00		0	5			0	0				
06:15		0	4			3	1				
06:30		2	3			6	5				
06:45		6	4	8	16	5	4	14	10	22	26
07:00		2	8			0	4				
07:15		1	4			2	3				
07:30		1	3			0	1				
07:45		8	2	12	17	6	2	8	10	20	27
08:00		4	5			4	4				
08:15		4	2			6	3				
08:30		4	1			2	2				
08:45		1	1	13	9	0	3	12	12	25	21
09:00		6	0			3	2				
09:15		7	5			5	1				
09:30		**10**	0			3	0				
09:45		**9**	2	32	7	6	2	17	5	49	12
10:00		**4**	2			3	1				
10:15		**10**	2			**6**	2				
10:30		1	1			**6**	1				
10:45		8	2	23	7	**5**	2	20	6	43	13
11:00		2	1			**7**	0				
11:15		6	2			3	2				
11:30		3	1			6	2				
11:45		7	2	18	6	6	2	22	6	40	12
Total		114	192	114	192	100	164	100	164	214	356
Combined Total		306		306		264		264		570	
AM Peak	-	09:30	-	-	-	10:15	-	-	-	-	-
Vol.	-	33	-	-	-	24	-	-	-	-	-
P.H.F.		0.825				0.857					
PM Peak	-	-	05:00	-	-	-	12:00	-	-	-	-
Vol.	-	-	33	-	-	-	23	-	-	-	-
P.H.F.			0.550				0.821				
Percentage		37.3%	62.7%			37.9%	62.1%				

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	1			0	3				
12:15		0	5			6	5				
12:30		1	4			1	6				
12:45		0	2	1	12	1	5	8	19	9	31
01:00		0	6			0	**6**				
01:15		2	4			1	**8**				
01:30		0	4			1	**6**				
01:45		1	**3**	3	17	1	**7**	3	27	6	44
02:00		0	**11**			0	4				
02:15		0	**5**			0	3				
02:30		0	**6**			0	2				
02:45		0	3	0	25	0	4	0	13	0	38
03:00		1	3			1	3				
03:15		0	3			0	6				
03:30		0	0			1	3				
03:45		0	3	1	9	0	1	2	13	3	22
04:00		0	5			0	1				
04:15		0	4			0	3				
04:30		0	4			0	8				
04:45		0	2	0	15	0	2	0	14	0	29
05:00		0	3			0	2				
05:15		0	5			0	2				
05:30		0	2			1	0				
05:45		0	2	0	12	3	6	4	10	4	22
06:00		0	3			2	3				
06:15		0	4			0	4				
06:30		1	3			0	3				
06:45		0	6	1	16	0	1	2	11	3	27
07:00		0	5			0	1				
07:15		1	2			2	5				
07:30		1	4			1	1				
07:45		3	2	5	13	2	3	5	10	10	23
08:00		2	3			4	5				
08:15		1	1			1	1				
08:30		2	3			5	0				
08:45		4	4	9	11	2	1	12	7	21	18
09:00		1	2			3	2				
09:15		**8**	1			4	0				
09:30		**6**	0			2	1				
09:45		**8**	3	23	6	5	6	14	9	37	15
10:00		**6**	1			3	1				
10:15		3	2			7	0				
10:30		3	0			2	0				
10:45		5	1	17	4	**5**	0	17	1	34	5
11:00		1	2			**3**	3				
11:15		1	0			**1**	0				
11:30		3	0			**9**	0				
11:45		0	0	5	2	5	0	18	3	23	5
Total		65	142	65	142	85	137	85	137	150	279
Combined Total		207		207		222		222		429	
AM Peak	-	09:15	-	-	-	10:45	-	-	-	-	-
Vol.	-	28	-	-	-	18	-	-	-	-	-
P.H.F.		0.875				0.500					
PM Peak	-	-	01:45	-	-	-	01:00	-	-	-	-
Vol.	-	-	25	-	-	-	27	-	-	-	-
P.H.F.			0.568				0.844				
Percentage		31.4%	68.6%			38.3%	61.7%				

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	13			2	12				
12:15		0	18			0	15				
12:30		1	17			0	17				
12:45		0	28	2	76	0	22	2	66	4	142
01:00		0	6			0	21				
01:15		0	16			1	25				
01:30		0	13			0	12				
01:45		0	14	0	49	0	19	1	77	1	126
02:00		0	12			0	14				
02:15		0	21			0	23				
02:30		0	21			0	**29**				
02:45		0	**34**	0	88	1	**46**	1	112	1	200
03:00		0	**88**			0	**55**				
03:15		1	**46**			1	**42**				
03:30		0	**27**			0	23				
03:45		2	12	3	173	1	20	2	140	5	313
04:00		0	32			0	30				
04:15		1	21			1	26				
04:30		1	14			1	17				
04:45		2	23	4	90	1	19	3	92	7	182
05:00		2	23			1	15				
05:15		0	29			1	14				
05:30		1	24			3	20				
05:45		3	19	6	95	1	14	6	63	12	158
06:00		8	20			5	15				
06:15		3	38			2	18				
06:30		4	38			5	16				
06:45		8	18	23	114	6	12	18	61	41	175
07:00		14	1			19	6				
07:15		10	6			16	3				
07:30		14	3			17	4				
07:45		30	6	68	16	21	9	73	22	141	38
08:00		**25**	7			**33**	3				
08:15		**56**	2			**56**	2				
08:30		**107**	7			**98**	6				
08:45		**50**	3	238	19	**45**	1	232	12	470	31
09:00		8	2			16	6				
09:15		10	6			15	6				
09:30		9	0			10	2				
09:45		4	3	31	11	10	3	51	17	82	28
10:00		6	6			10	3				
10:15		17	0			20	0				
10:30		5	2			8	2				
10:45		7	6	35	14	8	5	46	10	81	24
11:00		5	0			2	0				
11:15		17	0			16	0				
11:30		10	1			14	1				
11:45		11	0	43	1	16	0	48	1	91	2
Total		453	746	453	746	483	673	483	673	936	1419
Combined Total		1199		1199		1156		1156		2355	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	238	-	-	-	232	-	-	-	-	-
P.H.F.		0.556				0.592					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	195	-	-	-	172	-	-	-	-
P.H.F.			0.554				0.782				
Percentage		37.8%	62.2%			41.8%	58.2%				

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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start	3/3/2026	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	13				
12:15		0	8			2	10				
12:30		0	16			0	21				
12:45		0	30	0	62	0	34	2	78	2	140
01:00		0	19			0	18				
01:15		0	15			0	21				
01:30		0	17			0	19				
01:45		0	18	0	69	0	22	0	80	0	149
02:00		0	9			0	16				
02:15		0	15			1	20				
02:30		0	22			0	**30**				
02:45		0	**29**	0	75	0	**46**	1	112	1	187
03:00		0	**89**			0	**38**				
03:15		1	**58**			1	**36**				
03:30		0	**29**			0	24				
03:45		3	24	4	200	1	16	2	114	6	314
04:00		0	33			0	22				
04:15		1	21			0	19				
04:30		1	26			0	13				
04:45		1	23	3	103	2	10	2	64	5	167
05:00		2	28			2	16				
05:15		5	20			3	15				
05:30		2	16			2	14				
05:45		2	35	11	99	3	21	10	66	21	165
06:00		2	42			2	22				
06:15		3	26			1	16				
06:30		3	28			1	24				
06:45		20	21	28	117	14	13	18	75	46	192
07:00		21	7			17	7				
07:15		58	7			58	3				
07:30		60	10			45	5				
07:45		21	5	160	29	18	3	138	18	298	47
08:00		**29**	2			**31**	2				
08:15		**47**	15			**50**	5				
08:30		**84**	3			**74**	8				
08:45		**32**	3	192	23	**21**	4	176	19	368	42
09:00		13	2			15	4				
09:15		20	2			20	0				
09:30		9	1			11	1				
09:45		9	4	51	9	15	3	61	8	112	17
10:00		12	6			10	3				
10:15		9	0			13	1				
10:30		12	2			18	1				
10:45		13	2	46	10	17	1	58	6	104	16
11:00		5	1			13	0				
11:15		12	0			14	1				
11:30		15	0			17	0				
11:45		18	0	50	1	21	0	65	1	115	2
Total		545	797	545	797	533	641	533	641	1078	1438
Combined Total		1342		1342		1174		1174		2516	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	192	-	-	-	176	-	-	-	-	-
P.H.F.		0.571				0.595					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	205	-	-	-	150	-	-	-	-
P.H.F.			0.576				0.815				
Percentage		40.6%	59.4%			45.4%	54.6%				

Counts Unlimited, Inc.

PO Box 1178
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City of Hollister
West Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR003
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/4/2026 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	14			0	10				
12:15		0	19			1	20				
12:30		2	18			0	17				
12:45		0	18	2	69	1	21	2	68	4	137
01:00		0	14			2	29				
01:15		0	15			0	16				
01:30		0	27			0	16				
01:45		0	12	0	68	0	22	2	83	2	151
02:00		0	14			0	12				
02:15		0	15			0	14				
02:30		0	6			0	**21**				
02:45		0	**29**	0	64	0	**40**	0	87	0	151
03:00		0	**67**			0	**48**				
03:15		1	**29**			1	**24**				
03:30		1	**21**			1	17				
03:45		1	17	3	134	0	18	2	107	5	241
04:00		0	27			0	17				
04:15		3	40			0	20				
04:30		0	19			0	15				
04:45		1	24	4	110	1	20	1	72	5	182
05:00		3	23			1	16				
05:15		0	17			1	14				
05:30		2	23			2	15				
05:45		1	26	6	89	4	13	8	58	14	147
06:00		2	20			2	5				
06:15		8	24			4	12				
06:30		4	30			3	18				
06:45		8	12	22	86	8	9	17	44	39	130
07:00		25	5			14	5				
07:15		57	7			62	2				
07:30		65	5			44	6				
07:45		20	4	167	21	15	5	135	18	302	39
08:00		**21**	2			**31**	9				
08:15		**49**	2			**53**	3				
08:30		**82**	2			**87**	1				
08:45		**46**	2	198	8	**36**	2	207	15	405	23
09:00		17	2			17	2				
09:15		19	3			16	1				
09:30		10	3			12	5				
09:45		7	2	53	10	12	0	57	8	110	18
10:00		7	6			12	4				
10:15		11	2			15	1				
10:30		5	0			9	1				
10:45		12	4	35	12	13	1	49	7	84	19
11:00		11	1			14	1				
11:15		14	0			19	1				
11:30		9	1			17	1				
11:45		7	0	41	2	12	0	62	3	103	5
Total		531	673	531	673	542	570	542	570	1073	1243
Combined Total		1204		1204		1112		1112		2316	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	198	-	-	-	207	-	-	-	-	-
P.H.F.		0.604				0.595					
PM Peak	-	-	02:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	146	-	-	-	133	-	-	-	-
P.H.F.			0.545				0.693				
Percentage		44.1%	55.9%			48.7%	51.3%				
ADT/AADT		ADT 1,815		AADT 1,815							

Counts Unlimited, Inc.

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/26/2026 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	26			2	37				
12:15		0	32			2	38				
12:30		0	28			0	36				
12:45		0	27	2	113	0	14	4	125	6	238
01:00		1	30			1	22				
01:15		1	27			0	**31**				
01:30		0	43			0	**56**				
01:45		1	49	3	149	0	**88**	1	197	4	346
02:00		0	39			1	**39**				
02:15		0	23			0	16				
02:30		0	31			0	17				
02:45		0	26	0	119	0	22	1	94	1	213
03:00		1	29			0	41				
03:15		0	50			0	25				
03:30		1	29			1	29				
03:45		1	34	3	142	2	36	3	131	6	273
04:00		0	28			0	41				
04:15		1	40			2	28				
04:30		1	29			0	32				
04:45		1	41	3	138	0	34	2	135	5	273
05:00		1	37			2	42				
05:15		1	22			2	28				
05:30		0	37			2	37				
05:45		4	**50**	6	146	2	37	8	144	14	290
06:00		1	**33**			4	50				
06:15		2	**57**			4	26				
06:30		2	**54**			3	29				
06:45		9	16	14	160	12	21	23	126	37	286
07:00		17	15			17	13				
07:15		43	2			57	6				
07:30		40	6			43	9				
07:45		25	9	125	32	29	7	146	35	271	67
08:00		**33**	8			**31**	12				
08:15		**58**	15			**77**	9				
08:30		**58**	6			**73**	11				
08:45		**33**	9	182	38	**34**	7	215	39	397	77
09:00		21	9			14	17				
09:15		23	4			22	9				
09:30		15	6			19	3				
09:45		19	5	78	24	18	3	73	32	151	56
10:00		19	1			10	2				
10:15		14	1			15	4				
10:30		18	4			20	1				
10:45		14	2	65	8	16	3	61	10	126	18
11:00		21	3			27	3				
11:15		29	1			14	0				
11:30		21	0			21	1				
11:45		30	0	101	4	77	0	139	4	240	8
Total		582	1073	582	1073	676	1072	676	1072	1258	2145
Combined Total		1655		1655		1748		1748		3403	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	182	-	-	-	215	-	-	-	-	-
P.H.F.		0.784				0.698					
PM Peak	-	-	05:45	-	-	-	01:15	-	-	-	-
Vol.	-	-	194	-	-	-	214	-	-	-	-
P.H.F.			0.851				0.608				
Percentage		35.2%	64.8%			38.7%	61.3%				

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/27/2026 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	19			0	22				
12:15		1	26			3	18				
12:30		0	22			2	22				
12:45		1	27	3	94	0	41	5	103	8	197
01:00		0	31			0	43				
01:15		0	24			2	37				
01:30		0	26			0	9				
01:45		0	30	0	111	0	0	2	89	2	200
02:00		0	33			0	0				
02:15		0	32			0	0				
02:30		2	36			1	0				
02:45		0	**45**	2	146	0	0	1	0	3	146
03:00		1	**50**			1	0				
03:15		0	**41**			0	35				
03:30		0	**47**			2	29				
03:45		0	30	1	168	2	33	5	97	6	265
04:00		0	44			1	32				
04:15		1	53			1	42				
04:30		2	38			0	31				
04:45		1	30	4	165	0	30	2	135	6	300
05:00		0	36			3	28				
05:15		0	31			0	43				
05:30		1	52			3	34				
05:45		2	27	3	146	4	**21**	10	126	13	272
06:00		1	45			0	**35**				
06:15		1	54			5	**38**				
06:30		5	54			3	**50**				
06:45		10	28	17	181	6	17	14	140	31	321
07:00		15	19			20	16				
07:15		40	10			62	7				
07:30		49	8			53	10				
07:45		26	12	130	49	27	4	162	37	292	86
08:00		**30**	6			**43**	10				
08:15		**61**	6			**64**	4				
08:30		**70**	9			**79**	4				
08:45		**39**	5	200	26	**41**	2	227	20	427	46
09:00		14	8			19	7				
09:15		20	8			21	4				
09:30		13	5			10	3				
09:45		21	2	68	23	11	3	61	17	129	40
10:00		24	3			20	2				
10:15		17	3			31	3				
10:30		15	1			21	1				
10:45		25	6	81	13	10	3	82	9	163	22
11:00		19	1			14	0				
11:15		16	1			16	0				
11:30		30	0			24	0				
11:45		24	1	89	3	19	3	73	3	162	6
Total		598	1125	598	1125	644	776	644	776	1242	1901
Combined Total		1723		1723		1420		1420		3143	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	200	-	-	-	227	-	-	-	-	-
P.H.F.		0.714				0.718					
PM Peak	-	-	02:45	-	-	-	05:45	-	-	-	-
Vol.	-	-	183	-	-	-	144	-	-	-	-
P.H.F.			0.915				0.720				
Percentage		34.7%	65.3%			45.4%	54.6%				

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	2/28/2026 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	17			3	**22**				
12:15		2	11			3	**7**				
12:30		2	9			0	**16**				
12:45		1	14	7	51	0	**17**	6	62	13	113
01:00		2	15			1	19				
01:15		3	5			1	9				
01:30		1	13			0	12				
01:45		1	9	7	42	2	11	4	51	11	93
02:00		1	7			0	15				
02:15		0	**17**			0	13				
02:30		0	**20**			0	11				
02:45		0	**10**	1	54	1	13	1	52	2	106
03:00		0	**12**			0	15				
03:15		0	9			0	7				
03:30		1	9			1	10				
03:45		0	8	1	38	1	15	2	47	3	85
04:00		0	6			0	13				
04:15		0	8			0	12				
04:30		3	12			0	13				
04:45		1	6	4	32	1	15	1	53	5	85
05:00		0	11			3	17				
05:15		1	5			2	6				
05:30		2	12			1	10				
05:45		1	6	4	34	4	11	10	44	14	78
06:00		1	13			2	11				
06:15		1	8			5	11				
06:30		4	7			1	15				
06:45		5	7	11	35	1	8	9	45	20	80
07:00		5	12			7	8				
07:15		3	11			4	7				
07:30		4	8			3	6				
07:45		10	4	22	35	5	9	19	30	41	65
08:00		6	5			4	2				
08:15		7	5			**13**	3				
08:30		5	7			**12**	2				
08:45		**15**	9	33	26	**25**	2	54	9	87	35
09:00		**12**	3			**16**	13				
09:15		**9**	6			9	8				
09:30		**8**	11			13	6				
09:45		11	3	40	23	16	0	54	27	94	50
10:00		7	3			10	6				
10:15		11	3			22	2				
10:30		7	5			9	5				
10:45		15	0	40	11	12	3	53	16	93	27
11:00		11	2			10	1				
11:15		11	2			23	4				
11:30		5	1			11	0				
11:45		12	3	39	8	9	0	53	5	92	13
Total		209	389	209	389	266	441	266	441	475	830
Combined Total		598		598		707		707		1305	
AM Peak	-	08:45	-	-	-	08:15	-	-	-	-	-
Vol.	-	44	-	-	-	66	-	-	-	-	-
P.H.F.		0.733				0.660					
PM Peak	-	-	02:15	-	-	-	12:00	-	-	-	-
Vol.	-	-	59	-	-	-	62	-	-	-	-
P.H.F.			0.738				0.705				
Percentage		34.9%	65.1%			37.6%	62.4%				

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/1/2026 Sun	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	5			0	6				
12:15		0	8			2	11				
12:30		0	**18**			2	14				
12:45		1	**7**	6	38	2	13	6	44	12	82
01:00		0	**10**			1	5				
01:15		0	**9**			0	9				
01:30		0	13			0	10				
01:45		2	8	2	40	0	12	1	36	3	76
02:00		1	7			1	12				
02:15		1	6			1	6				
02:30		0	8			0	10				
02:45		0	9	2	30	0	5	2	33	4	63
03:00		0	10			1	5				
03:15		0	4			0	3				
03:30		1	10			0	6				
03:45		0	12	1	36	0	9	1	23	2	59
04:00		0	6			0	3				
04:15		0	13			0	9				
04:30		1	10			4	6				
04:45		0	12	1	41	1	**15**	5	33	6	74
05:00		0	7			1	**7**				
05:15		1	9			1	**13**				
05:30		0	11			0	**11**				
05:45		2	7	3	34	4	5	6	36	9	70
06:00		5	6			1	14				
06:15		1	8			1	10				
06:30		1	11			2	8				
06:45		3	4	10	29	3	5	7	37	17	66
07:00		0	13			2	12				
07:15		3	11			2	6				
07:30		5	4			3	7				
07:45		4	1	12	29	3	4	10	29	22	58
08:00		6	7			2	6				
08:15		5	7			7	2				
08:30		3	4			3	3				
08:45		2	5	16	23	4	2	16	13	32	36
09:00		6	6			5	4				
09:15		4	5			5	5				
09:30		10	4			6	3				
09:45		8	0	28	15	8	8	24	20	52	35
10:00		6	5			6	2				
10:15		3	2			12	1				
10:30		**14**	0			7	2				
10:45		**7**	3	30	10	11	2	36	7	66	17
11:00		**12**	0			**11**	1				
11:15		**10**	1			**14**	0				
11:30		10	2			**11**	1				
11:45		5	1	37	4	**13**	0	49	2	86	6
Total		148	329	148	329	163	313	163	313	311	642
Combined Total		477		477		476		476		953	
AM Peak	-	10:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	43	-	-	-	49	-	-	-	-	-
P.H.F.		0.768				0.875					
PM Peak	-	-	00:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	44	-	-	-	46	-	-	-	-
P.H.F.			0.611				0.767				
Percentage		31.0%	69.0%			34.2%	65.8%				

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/2/2026 Mon	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	24			0	28				
12:15		1	13			0	16				
12:30		0	19			3	24				
12:45		0	27	1	83	0	53	3	121	4	204
01:00		0	28			0	31				
01:15		0	35			1	36				
01:30		0	28			0	30				
01:45		0	30	0	121	0	20	1	117	1	238
02:00		0	26			0	26				
02:15		0	31			0	26				
02:30		0	**46**			0	25				
02:45		0	**38**	0	141	0	**56**	0	133	0	274
03:00		0	**55**			1	**92**				
03:15		0	**45**			0	**75**				
03:30		1	36			0	**35**				
03:45		1	32	2	168	1	28	2	230	4	398
04:00		0	35			1	48				
04:15		0	36			2	29				
04:30		1	37			0	35				
04:45		1	45	2	153	1	46	4	158	6	311
05:00		1	47			0	32				
05:15		1	35			1	30				
05:30		3	48			3	39				
05:45		4	35	9	165	3	19	7	120	16	285
06:00		4	31			3	22				
06:15		1	30			7	33				
06:30		2	38			4	29				
06:45		8	18	15	117	8	24	22	108	37	225
07:00		9	13			18	18				
07:15		24	7			17	9				
07:30		21	10			29	10				
07:45		24	3	78	33	28	8	92	45	170	78
08:00		**40**	14			**43**	1				
08:15		**54**	3			**80**	9				
08:30		**80**	4			**36**	7				
08:45		**50**	7	224	28	**44**	3	203	20	427	48
09:00		23	7			21	7				
09:15		20	5			16	2				
09:30		20	1			16	1				
09:45		17	1	80	14	16	5	69	15	149	29
10:00		16	1			18	1				
10:15		16	0			20	1				
10:30		20	3			22	1				
10:45		15	3	67	7	13	3	73	6	140	13
11:00		14	4			17	0				
11:15		31	1			21	3				
11:30		19	0			19	0				
11:45		26	0	90	5	21	3	78	6	168	11
Total		568	1035	568	1035	554	1079	554	1079	1122	2114
Combined Total		1603		1603		1633		1633		3236	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	224	-	-	-	203	-	-	-	-	-
P.H.F.		0.700				0.634					
PM Peak	-	-	02:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	184	-	-	-	258	-	-	-	-
P.H.F.			0.836				0.701				
Percentage		35.4%	64.6%			33.9%	66.1%				

Counts Unlimited, Inc.

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/3/2026 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	36			0	16				
12:15		0	22			0	16				
12:30		5	19			1	26				
12:45		2	32	7	109	1	51	2	109	9	218
01:00		0	26			0	33				
01:15		1	37			1	27				
01:30		2	26			1	36				
01:45		1	26	4	115	0	21	2	117	6	232
02:00		0	26			0	20				
02:15		0	26			0	36				
02:30		0	49			0	39				
02:45		0	49	0	150	0	38	0	133	0	283
03:00		0	56			0	**103**				
03:15		0	42			1	**72**				
03:30		0	34			1	**45**				
03:45		0	34	0	166	2	**42**	4	262	4	428
04:00		0	40			1	49				
04:15		3	37			3	35				
04:30		2	32			1	42				
04:45		2	27	7	136	1	33	6	159	13	295
05:00		0	46			4	33				
05:15		0	40			0	41				
05:30		1	47			1	34				
05:45		3	**37**	4	170	1	42	6	150	10	320
06:00		5	**64**			5	39				
06:15		3	**47**			7	34				
06:30		3	**53**			5	30				
06:45		12	22	23	186	14	26	31	129	54	315
07:00		12	9			11	10				
07:15		37	11			56	17				
07:30		48	13			52	11				
07:45		30	8	127	41	29	3	148	41	275	82
08:00		**35**	7			**40**	9				
08:15		**54**	12			**67**	16				
08:30		**63**	10			**87**	7				
08:45		**32**	13	184	42	**34**	8	228	40	412	82
09:00		19	6			26	7				
09:15		17	4			21	10				
09:30		19	5			16	8				
09:45		19	2	74	17	15	6	78	31	152	48
10:00		21	3			20	6				
10:15		19	3			18	0				
10:30		18	5			15	5				
10:45		27	5	85	16	15	3	68	14	153	30
11:00		16	2			14	4				
11:15		20	3			19	3				
11:30		22	1			31	0				
11:45		25	0	83	6	21	0	85	7	168	13
Total		598	1154	598	1154	658	1192	658	1192	1256	2346
Combined Total		1752		1752		1850		1850		3602	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	184	-	-	-	228	-	-	-	-	-
P.H.F.		0.730				0.655					
PM Peak	-	-	05:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	201	-	-	-	262	-	-	-	-
P.H.F.			0.785				0.636				
Percentage		34.1%	65.9%			35.6%	64.4%				

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City of Hollister
Monterey Street
B/ B Street - Nash Road
7 Day Directional Volume Count

HTR004
Site Code: 057-26186
Date Start: 2/26/2026

Start Time	3/4/2026 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	24			0	29				
12:15		1	21			0	22				
12:30		2	18			0	18				
12:45		0	32	3	95	0	45	0	114	3	209
01:00		0	39			0	21				
01:15		0	22			0	27				
01:30		0	32			1	21				
01:45		1	33	1	126	0	29	1	98	2	224
02:00		0	22			0	28				
02:15		0	30			0	39				
02:30		1	30			0	29				
02:45		0	20	1	102	0	**53**	0	149	1	251
03:00		0	**61**			0	**69**				
03:15		0	**42**			0	**42**				
03:30		0	**31**			0	**35**				
03:45		1	**37**	1	171	2	32	2	178	3	349
04:00		0	55			1	53				
04:15		0	34			1	29				
04:30		4	35			0	40				
04:45		1	33	5	157	0	34	2	156	7	313
05:00		2	37			1	37				
05:15		1	42			0	22				
05:30		0	52			1	24				
05:45		3	34	6	165	2	26	4	109	10	274
06:00		5	42			2	44				
06:15		1	43			7	37				
06:30		1	40			5	35				
06:45		6	14	13	139	8	26	22	142	35	281
07:00		17	14			17	9				
07:15		57	13			59	10				
07:30		49	9			53	10				
07:45		26	6	149	42	26	6	155	35	304	77
08:00		**29**	5			**28**	6				
08:15		**50**	9			**53**	8				
08:30		**85**	9			**76**	8				
08:45		**27**	9	191	32	**38**	1	195	23	386	55
09:00		19	5			12	8				
09:15		26	4			17	5				
09:30		17	5			14	3				
09:45		17	1	79	15	13	3	56	19	135	34
10:00		9	2			14	2				
10:15		12	2			15	1				
10:30		13	4			16	0				
10:45		13	3	47	11	14	3	59	6	106	17
11:00		18	2			17	1				
11:15		17	1			20	1				
11:30		29	2			16	0				
11:45		24	0	88	5	26	0	79	2	167	7
Total		584	1060	584	1060	575	1031	575	1031	1159	2091
Combined Total		1644		1644		1606		1606		3250	
AM Peak	-	08:00	-	-	-	08:00	-	-	-	-	-
Vol.	-	191	-	-	-	195	-	-	-	-	-
P.H.F.		0.562				0.641					
PM Peak	-	-	03:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	171	-	-	-	199	-	-	-	-
P.H.F.			0.701				0.721				
Percentage		35.5%	64.5%			35.8%	64.2%				
ADT/AADT		ADT 2,699		AADT 2,699							

APPENDIX B

EXISTING WEEKDAY SYNCHRO INTERSECTION ANALYSIS SHEETS

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	39	4	10	46	1	4	2	2	2	6	8
Future Vol, veh/h	7	39	4	10	46	1	4	2	2	2	6	8
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	57	6	15	68	1	6	3	3	3	9	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.6	7.3	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	14%	18%	13%
Vol Thru, %	25%	78%	81%	38%
Vol Right, %	25%	8%	2%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	50	57	16
LT Vol	4	7	10	2
Through Vol	2	39	46	6
RT Vol	2	4	1	8
Lane Flow Rate	12	74	84	24
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.083	0.095	0.026
Departure Headway (Hd)	4.191	4.055	4.091	3.955
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	882	874	893
Service Time	2.268	2.09	2.124	2.032
HCM Lane V/C Ratio	0.014	0.084	0.096	0.027
HCM Control Delay, s/veh	7.3	7.5	7.6	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	39	54	15	22	3
Future Vol, veh/h	3	39	54	15	22	3
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	54	75	21	31	4
Number of Lanes	0	1	1	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	7.6	7.7	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	0%	0%	88%
Vol Thru, %	93%	100%	0%	0%
Vol Right, %	0%	0%	100%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	54	15	25
LT Vol	3	0	0	22
Through Vol	39	54	0	0
RT Vol	0	0	15	3
Lane Flow Rate	58	75	21	35
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.068	0.097	0.023	0.042
Departure Headway (Hd)	4.198	4.642	3.941	4.316
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	772	907	817
Service Time	2.248	2.373	1.672	2.408
HCM Lane V/C Ratio	0.068	0.097	0.023	0.043
HCM Control Delay, s/veh	7.6	7.9	6.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	53	7	77	66	22	4	40	12	32	55	8
Future Volume (veh/h)	4	53	7	77	66	22	4	40	12	32	55	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	6	82	11	118	102	34	6	62	18	49	85	12
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	17	292	39	200	355	118	17	312	262	132	371	52
Arrive On Green	0.01	0.18	0.18	0.11	0.27	0.27	0.01	0.17	0.17	0.07	0.23	0.23
Sat Flow, veh/h	1767	1597	214	1767	1324	441	1767	1856	1560	1767	1591	225
Grp Volume(v), veh/h	6	0	93	118	0	136	6	62	18	49	0	97
Grp Sat Flow(s),veh/h/ln	1767	0	1811	1767	0	1765	1767	1856	1560	1767	0	1815
Q Serve(g_s), s	0.1	0.0	1.7	2.4	0.0	2.3	0.1	1.1	0.4	1.0	0.0	1.6
Cycle Q Clear(g_c), s	0.1	0.0	1.7	2.4	0.0	2.3	0.1	1.1	0.4	1.0	0.0	1.6
Prop In Lane	1.00		0.12	1.00		0.25	1.00		1.00	1.00		0.12
Lane Grp Cap(c), veh/h	17	0	331	200	0	473	17	312	262	132	0	423
V/C Ratio(X)	0.35	0.00	0.28	0.59	0.00	0.29	0.35	0.20	0.07	0.37	0.00	0.23
Avail Cap(c_a), veh/h	298	0	1189	440	0	1300	284	1342	1128	331	0	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	13.1	15.7	0.0	10.8	18.4	13.4	13.1	16.4	0.0	11.6
Incr Delay (d2), s/veh	11.8	0.0	0.5	2.7	0.0	0.3	11.8	0.3	0.1	1.7	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.6	1.0	0.0	0.8	0.1	0.4	0.1	0.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.1	0.0	13.6	18.5	0.0	11.2	30.1	13.7	13.2	18.2	0.0	11.9
LnGrp LOS	C		B	B		B	C	B	B	B		B
Approach Vol, veh/h		99			254			86			146	
Approach Delay, s/veh		14.6			14.6			14.7			14.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	11.7	4.1	13.6	4.8	14.9	6.5	11.2
Change Period (Y+Rc), s	3.7	4.9	3.7	* 4.9	4.4	* 4.9	3.7	4.9
Max Green Setting (Gmax), s	9.3	24.5	6.0	* 29	6.3	* 28	7.0	27.0
Max Q Clear Time (g_c+I1), s	4.4	3.7	2.1	3.6	2.1	4.3	3.0	3.1
Green Ext Time (p_c), s	0.1	0.4	0.0	0.5	0.0	0.7	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	34	40	62	119	5
Future Vol, veh/h	5	34	40	62	119	5
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	52	61	94	180	8
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.5	8.3	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	39%	13%	0%
Vol Thru, %	61%	0%	96%
Vol Right, %	0%	87%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	39	124
LT Vol	40	5	0
Through Vol	62	0	119
RT Vol	0	34	5
Lane Flow Rate	155	59	188
Geometry Grp	1	1	1
Degree of Util (X)	0.184	0.069	0.217
Departure Headway (Hd)	4.277	4.207	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	830	857	855
Service Time	2.353	2.207	2.222
HCM Lane V/C Ratio	0.187	0.069	0.22
HCM Control Delay, s/veh	8.3	7.5	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.2	0.8

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	9	1	4	5	3	0	12	2	6	12	4
Future Vol, veh/h	10	9	1	4	5	3	0	12	2	6	12	4
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	15	2	7	8	5	0	20	3	10	20	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.1	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	33%	27%
Vol Thru, %	86%	45%	42%	55%
Vol Right, %	14%	5%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	20	12	22
LT Vol	0	10	4	6
Through Vol	12	9	5	12
RT Vol	2	1	3	4
Lane Flow Rate	23	33	20	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.038	0.022	0.04
Departure Headway (Hd)	3.982	4.137	3.994	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	864	894	893
Service Time	2.017	2.167	2.027	2.035
HCM Lane V/C Ratio	0.026	0.038	0.022	0.04
HCM Control Delay, s/veh	7.1	7.3	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	3	12	10	7
Future Vol, veh/h	8	6	3	12	10	7
Peak Hour Factor	0.46	0.46	0.46	0.46	0.46	0.46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	13	7	26	22	15
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.1	7.2	7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	20%	57%	0%
Vol Thru, %	80%	0%	59%
Vol Right, %	0%	43%	41%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	15	14	17
LT Vol	3	8	0
Through Vol	12	0	10
RT Vol	0	6	7
Lane Flow Rate	33	30	37
Geometry Grp	1	1	1
Degree of Util (X)	0.037	0.033	0.039
Departure Headway (Hd)	4.072	3.928	3.782
Convergence, Y/N	Yes	Yes	Yes
Cap	881	911	948
Service Time	2.089	1.955	1.8
HCM Lane V/C Ratio	0.037	0.033	0.039
HCM Control Delay, s/veh	7.2	7.1	7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	117	0	2	172	6	4	3	2	5	3	4
Future Vol, veh/h	1	117	0	2	172	6	4	3	2	5	3	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	129	0	2	189	7	4	3	2	5	3	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	8.3	7.7	7.6
HCM LOS	A	A	A	A

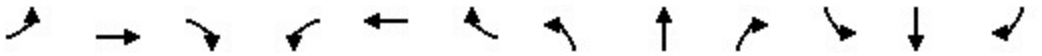
Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	1%	1%	42%
Vol Thru, %	33%	99%	96%	25%
Vol Right, %	22%	0%	3%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	118	180	12
LT Vol	4	1	2	5
Through Vol	3	117	172	3
RT Vol	2	0	6	4
Lane Flow Rate	10	130	198	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.149	0.224	0.017
Departure Headway (Hd)	4.631	4.142	4.071	4.554
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	777	858	876	791
Service Time	2.632	2.201	2.118	2.555
HCM Lane V/C Ratio	0.013	0.152	0.226	0.016
HCM Control Delay, s/veh	7.7	7.9	8.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.9	0.1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	107	176	41	36	3
Future Vol, veh/h	3	107	176	41	36	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	3	115	189	44	39	3
Number of Lanes	0	1	1	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	8.2	8.6	8.2
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	3%	0%	0%	92%
Vol Thru, %	97%	100%	0%	0%
Vol Right, %	0%	0%	100%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	176	41	39
LT Vol	3	0	0	36
Through Vol	107	176	0	0
RT Vol	0	0	41	3
Lane Flow Rate	118	189	44	42
Geometry Grp	4a	5	5	2
Degree of Util (X)	0.145	0.246	0.049	0.057
Departure Headway (Hd)	4.403	4.684	3.983	4.883
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	761	890	737
Service Time	2.409	2.448	1.747	2.89
HCM Lane V/C Ratio	0.144	0.248	0.049	0.057
HCM Control Delay, s/veh	8.2	9	7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	1	0.2	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	148	9	54	185	77	6	46	48	127	81	16
Future Volume (veh/h)	5	148	9	54	185	77	6	46	48	127	81	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	6	176	11	64	220	92	7	55	57	151	96	19
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	20	349	22	137	331	139	20	292	237	223	409	81
Arrive On Green	0.01	0.20	0.20	0.08	0.27	0.27	0.01	0.16	0.16	0.13	0.27	0.27
Sat Flow, veh/h	1767	1725	108	1767	1233	516	1767	1856	1509	1767	1504	298
Grp Volume(v), veh/h	6	0	187	64	0	312	7	55	57	151	0	115
Grp Sat Flow(s),veh/h/ln	1767	0	1832	1767	0	1748	1767	1856	1509	1767	0	1801
Q Serve(g_s), s	0.1	0.0	3.4	1.3	0.0	6.0	0.1	1.0	1.3	3.1	0.0	1.9
Cycle Q Clear(g_c), s	0.1	0.0	3.4	1.3	0.0	6.0	0.1	1.0	1.3	3.1	0.0	1.9
Prop In Lane	1.00		0.06	1.00		0.29	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	20	0	371	137	0	470	20	292	237	223	0	490
V/C Ratio(X)	0.30	0.00	0.50	0.47	0.00	0.66	0.35	0.19	0.24	0.68	0.00	0.23
Avail Cap(c_a), veh/h	327	0	1299	337	0	1249	281	943	767	949	0	1597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	13.4	16.7	0.0	12.3	18.5	13.8	14.0	15.8	0.0	10.7
Incr Delay (d2), s/veh	8.1	0.0	1.1	2.5	0.0	1.6	10.3	0.3	0.5	3.6	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.3	0.6	0.0	2.1	0.1	0.4	0.4	1.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	0.0	14.5	19.1	0.0	13.9	28.8	14.1	14.5	19.3	0.0	10.9
LnGrp LOS	C		B	B		B	C	B	B	B		B
Approach Vol, veh/h		193			376			119			266	
Approach Delay, s/veh		14.8			14.8			15.2			15.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	10.8	6.6	11.8	4.1	15.2	4.1	14.4
Change Period (Y+Rc), s	3.7	4.9	3.7	4.2	3.7	4.9	3.7	4.2
Max Green Setting (Gmax), s	20.3	19.2	7.2	26.8	6.0	33.5	7.0	27.0
Max Q Clear Time (g_c+I1), s	5.1	3.3	3.3	5.4	2.1	3.9	2.1	8.0
Green Ext Time (p_c), s	0.3	0.4	0.0	1.0	0.0	0.7	0.0	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	31	55	91	126	18
Future Vol, veh/h	4	31	55	91	126	18
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	44	77	128	177	25
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.6	8.7	8.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	38%	11%	0%
Vol Thru, %	62%	0%	88%
Vol Right, %	0%	89%	13%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	35	144
LT Vol	55	4	0
Through Vol	91	0	126
RT Vol	0	31	18
Lane Flow Rate	206	49	203
Geometry Grp	1	1	1
Degree of Util (X)	0.244	0.059	0.232
Departure Headway (Hd)	4.267	4.33	4.118
Convergence, Y/N	Yes	Yes	Yes
Cap	833	832	860
Service Time	2.342	2.33	2.202
HCM Lane V/C Ratio	0.247	0.059	0.236
HCM Control Delay, s/veh	8.7	7.6	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.2	0.9

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	13	3	5	7	11	0	9	4	11	9	8
Future Vol, veh/h	3	13	3	5	7	11	0	9	4	11	9	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	16	4	6	9	14	0	11	5	14	11	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	16%	22%	39%
Vol Thru, %	69%	68%	30%	32%
Vol Right, %	31%	16%	48%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	19	23	28
LT Vol	0	3	5	11
Through Vol	9	13	7	9
RT Vol	4	3	11	8
Lane Flow Rate	16	24	29	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.026	0.03	0.039
Departure Headway (Hd)	3.884	3.998	3.813	3.962
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	895	938	904
Service Time	1.909	2.025	1.841	1.983
HCM Lane V/C Ratio	0.017	0.027	0.031	0.039
HCM Control Delay, s/veh	7	7.1	7	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	12	18	27	31	11
Future Vol, veh/h	12	12	18	27	31	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	15	23	34	39	14
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.1	7.4	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	40%	50%	0%
Vol Thru, %	60%	0%	74%
Vol Right, %	0%	50%	26%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	45	24	42
LT Vol	18	12	0
Through Vol	27	0	31
RT Vol	0	12	11
Lane Flow Rate	57	30	53
Geometry Grp	1	1	1
Degree of Util (X)	0.065	0.033	0.057
Departure Headway (Hd)	4.124	3.941	3.89
Convergence, Y/N	Yes	Yes	Yes
Cap	870	903	921
Service Time	2.144	1.986	1.914
HCM Lane V/C Ratio	0.066	0.033	0.058
HCM Control Delay, s/veh	7.4	7.1	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2

APPENDIX C

EXISTING WITH REROUTED WEEKDAY TRAFFIC

SYNCHRO INTERSECTION ANALYSIS SHEETS

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	0	0	0	0	0	4	3	0	0	3	49
Future Vol, veh/h	32	0	0	0	0	0	4	3	0	0	3	49
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	47	0	0	0	0	0	6	4	0	0	4	72
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	0	7.3	6.8
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	100%	0%	0%
Vol Thru, %	43%	0%	100%	6%
Vol Right, %	0%	0%	0%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	32	0	52
LT Vol	4	32	0	0
Through Vol	3	0	0	3
RT Vol	0	0	0	49
Lane Flow Rate	10	47	0	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.012	0.056	0	0.074
Departure Headway (Hd)	4.206	4.301	4.138	3.476
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	834	0	1028
Service Time	2.239	2.319	2.168	1.506
HCM Lane V/C Ratio	0.012	0.056	0	0.074
HCM Control Delay, s/veh	7.3	7.6	7.2	6.8
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0	0.2	0	0.2

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	113	86	0
Future Vol, veh/h	0	0	0	113	86	0
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	157	119	0
Number of Lanes	0	1	1	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	0	7.7	8.3
HCM LOS	-	A	A

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	0%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	113	86
LT Vol	0	0	0	86
Through Vol	0	0	0	0
RT Vol	0	0	113	0
Lane Flow Rate	0	0	157	119
Geometry Grp	4a	5	5	2
Degree of Util (X)	0	0	0.177	0.147
Departure Headway (Hd)	4.5	4.761	4.059	4.427
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	873	801
Service Time	2.5	2.542	1.84	2.5
HCM Lane V/C Ratio	0	0	0.18	0.149
HCM Control Delay, s/veh	7.5	7.5	7.7	8.3
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0.6	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	74	9	162	77	77	6	46	122	127	81	16
Future Volume (veh/h)	5	74	9	162	77	77	6	46	122	127	81	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	114	14	249	118	118	9	71	188	195	125	25
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	22	206	25	256	205	205	25	347	291	257	478	96
Arrive On Green	0.01	0.13	0.13	0.14	0.24	0.24	0.01	0.19	0.19	0.15	0.32	0.32
Sat Flow, veh/h	1767	1616	198	1767	841	841	1767	1856	1560	1767	1501	300
Grp Volume(v), veh/h	8	0	128	249	0	236	9	71	188	195	0	150
Grp Sat Flow(s),veh/h/ln	1767	0	1814	1767	0	1682	1767	1856	1560	1767	0	1801
Q Serve(g_s), s	0.2	0.0	2.9	6.1	0.0	5.4	0.2	1.4	4.8	4.6	0.0	2.7
Cycle Q Clear(g_c), s	0.2	0.0	2.9	6.1	0.0	5.4	0.2	1.4	4.8	4.6	0.0	2.7
Prop In Lane	1.00		0.11	1.00		0.50	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	22	0	231	256	0	409	25	347	291	257	0	573
V/C Ratio(X)	0.36	0.00	0.55	0.97	0.00	0.58	0.36	0.20	0.64	0.76	0.00	0.26
Avail Cap(c_a), veh/h	256	0	1134	256	0	1052	244	1151	968	296	0	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	17.8	18.5	0.0	14.5	21.2	15.0	16.4	17.8	0.0	11.0
Incr Delay (d2), s/veh	9.3	0.0	2.1	48.6	0.0	1.3	8.4	0.3	2.4	9.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.2	5.7	0.0	1.9	0.1	0.6	1.7	2.3	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	0.0	19.9	67.1	0.0	15.8	29.7	15.2	18.7	27.2	0.0	11.3
LnGrp LOS	C		B	E		B	C	B	B	C		B
Approach Vol, veh/h		136			485			268			345	
Approach Delay, s/veh		20.5			42.1			18.2			20.3	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	10.4	4.3	18.7	5.0	15.5	10.0	13.0
Change Period (Y+Rc), s	3.7	4.9	3.7	* 4.9	4.4	* 4.9	3.7	4.9
Max Green Setting (Gmax), s	6.3	27.2	6.0	* 29	6.3	* 27	7.3	27.0
Max Q Clear Time (g_c+I1), s	8.1	4.9	2.2	4.7	2.2	7.4	6.6	6.8
Green Ext Time (p_c), s	0.0	0.7	0.0	0.8	0.0	1.4	0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	31	55	91	126	126
Future Vol, veh/h	78	31	55	91	126	126
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	118	47	83	138	191	191
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	10	10	11.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	38%	72%	0%
Vol Thru, %	62%	0%	50%
Vol Right, %	0%	28%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	109	252
LT Vol	55	78	0
Through Vol	91	0	126
RT Vol	0	31	126
Lane Flow Rate	221	165	382
Geometry Grp	1	1	1
Degree of Util (X)	0.3	0.241	0.462
Departure Headway (Hd)	4.879	5.247	4.359
Convergence, Y/N	Yes	Yes	Yes
Cap	732	679	825
Service Time	2.935	3.317	2.405
HCM Lane V/C Ratio	0.302	0.243	0.463
HCM Control Delay, s/veh	10	10	11.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.3	0.9	2.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	32	3	50	34	11	31	9	4	11	9	8
Future Vol, veh/h	3	32	3	50	34	11	31	9	4	11	9	8
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61	0.61
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	52	5	82	56	18	51	15	7	18	15	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	8.3	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	8%	53%	39%
Vol Thru, %	20%	84%	36%	32%
Vol Right, %	9%	8%	12%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	38	95	28
LT Vol	31	3	50	11
Through Vol	9	32	34	9
RT Vol	4	3	11	8
Lane Flow Rate	72	62	156	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.075	0.188	0.057
Departure Headway (Hd)	4.583	4.363	4.343	4.436
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	823	832	809
Service Time	2.599	2.378	2.343	2.452
HCM Lane V/C Ratio	0.092	0.075	0.188	0.057
HCM Control Delay, s/veh	8.1	7.7	8.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.7	0.2

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	62	90	27	31	11
Future Vol, veh/h	12	62	90	27	31	11
Peak Hour Factor	0.46	0.46	0.46	0.46	0.46	0.46
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	26	135	196	59	67	24
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	8.3	9.7	8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	77%	16%	0%
Vol Thru, %	23%	0%	74%
Vol Right, %	0%	84%	26%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	117	74	42
LT Vol	90	12	0
Through Vol	27	0	31
RT Vol	0	62	11
Lane Flow Rate	254	161	91
Geometry Grp	1	1	1
Degree of Util (X)	0.322	0.191	0.113
Departure Headway (Hd)	4.563	4.281	4.439
Convergence, Y/N	Yes	Yes	Yes
Cap	788	840	808
Service Time	2.586	2.303	2.464
HCM Lane V/C Ratio	0.322	0.192	0.113
HCM Control Delay, s/veh	9.7	8.3	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.7	0.4

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	0	0	0	0	0	4	3	0	0	3	49
Future Vol, veh/h	32	0	0	0	0	0	4	3	0	0	3	49
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	35	0	0	0	0	0	4	3	0	0	3	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	0	7.2	6.7
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	100%	0%	0%
Vol Thru, %	43%	0%	100%	6%
Vol Right, %	0%	0%	0%	94%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	32	0	52
LT Vol	4	32	0	0
Through Vol	3	0	0	3
RT Vol	0	0	0	49
Lane Flow Rate	8	35	0	57
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.042	0	0.055
Departure Headway (Hd)	4.17	4.264	4.091	3.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	858	843	0	1037
Service Time	2.195	2.276	2.112	1.476
HCM Lane V/C Ratio	0.009	0.042	0	0.055
HCM Control Delay, s/veh	7.2	7.5	7.1	6.7
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0	0.1	0	0.2

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	113	86	0
Future Vol, veh/h	0	0	0	113	86	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	122	92	0
Number of Lanes	0	1	1	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	2	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay, s/veh	0	7.4	8
HCM LOS	-	A	A

Lane	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	0%	0%	100%
Vol Thru, %	100%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	113	86
LT Vol	0	0	0	86
Through Vol	0	0	0	0
RT Vol	0	0	113	0
Lane Flow Rate	0	0	122	92
Geometry Grp	4a	5	5	2
Degree of Util (X)	0	0	0.135	0.112
Departure Headway (Hd)	4.307	4.713	4.012	4.364
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	886	817
Service Time	2.391	2.472	1.771	2.417
HCM Lane V/C Ratio	0	0	0.138	0.113
HCM Control Delay, s/veh	7.4	7.5	7.4	8
HCM Lane LOS	N	N	A	A
HCM 95th-tile Q	0	0	0.5	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	74	9	162	77	77	6	46	122	127	81	16
Future Volume (veh/h)	5	74	9	162	77	77	6	46	122	127	81	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	6	88	11	193	92	92	7	55	145	151	96	19
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	20	275	34	256	256	256	20	304	248	212	410	81
Arrive On Green	0.01	0.17	0.17	0.14	0.30	0.30	0.01	0.16	0.16	0.12	0.27	0.27
Sat Flow, veh/h	1767	1611	201	1767	841	841	1767	1856	1511	1767	1504	298
Grp Volume(v), veh/h	6	0	99	193	0	184	7	55	145	151	0	115
Grp Sat Flow(s),veh/h/ln	1767	0	1812	1767	0	1681	1767	1856	1511	1767	0	1801
Q Serve(g_s), s	0.1	0.0	2.0	4.3	0.0	3.5	0.2	1.1	3.7	3.4	0.0	2.0
Cycle Q Clear(g_c), s	0.1	0.0	2.0	4.3	0.0	3.5	0.2	1.1	3.7	3.4	0.0	2.0
Prop In Lane	1.00		0.11	1.00		0.50	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	20	0	309	256	0	511	20	304	248	212	0	491
V/C Ratio(X)	0.30	0.00	0.32	0.76	0.00	0.36	0.35	0.18	0.59	0.71	0.00	0.23
Avail Cap(c_a), veh/h	301	0	1012	700	0	1319	258	942	767	571	0	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	15.0	16.9	0.0	11.2	20.2	14.8	15.9	17.4	0.0	11.6
Incr Delay (d2), s/veh	8.2	0.0	0.6	4.5	0.0	0.4	10.4	0.3	2.2	4.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.8	1.9	0.0	1.2	0.1	0.4	1.3	1.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	0.0	15.6	21.4	0.0	11.6	30.6	15.1	18.1	21.8	0.0	11.9
LnGrp LOS	C		B	C		B	C	B	B	C		B
Approach Vol, veh/h		105			377			207			266	
Approach Delay, s/veh		16.3			16.6			17.7			17.5	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	11.7	9.7	11.2	4.2	16.1	4.2	16.7
Change Period (Y+Rc), s	3.7	4.9	3.7	4.2	3.7	4.9	3.7	4.2
Max Green Setting (Gmax), s	13.3	20.9	16.3	23.0	6.0	28.2	7.0	32.3
Max Q Clear Time (g_c+I1), s	5.4	5.7	6.3	4.0	2.2	4.0	2.1	5.5
Green Ext Time (p_c), s	0.2	0.7	0.4	0.4	0.0	0.6	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	31	55	91	126	126
Future Vol, veh/h	78	31	55	91	126	126
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	110	44	77	128	177	177
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.7	9.7	10.5
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	38%	72%	0%
Vol Thru, %	62%	0%	50%
Vol Right, %	0%	28%	50%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	109	252
LT Vol	55	78	0
Through Vol	91	0	126
RT Vol	0	31	126
Lane Flow Rate	206	154	355
Geometry Grp	1	1	1
Degree of Util (X)	0.275	0.219	0.424
Departure Headway (Hd)	4.806	5.147	4.298
Convergence, Y/N	Yes	Yes	Yes
Cap	744	694	834
Service Time	2.852	3.209	2.336
HCM Lane V/C Ratio	0.277	0.222	0.426
HCM Control Delay, s/veh	9.7	9.7	10.5
HCM Lane LOS	A	A	B
HCM 95th-tile Q	1.1	0.8	2.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	32	3	50	34	11	31	9	4	11	9	8
Future Vol, veh/h	3	32	3	50	34	11	31	9	4	11	9	8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	40	4	63	43	14	39	11	5	14	11	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.9	7.8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	8%	53%	39%
Vol Thru, %	20%	84%	36%	32%
Vol Right, %	9%	8%	12%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	38	95	28
LT Vol	31	3	50	11
Through Vol	9	32	34	9
RT Vol	4	3	11	8
Lane Flow Rate	55	48	119	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.055	0.138	0.042
Departure Headway (Hd)	4.353	4.167	4.179	4.293
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	847	849	839
Service Time	2.45	2.253	2.247	2.293
HCM Lane V/C Ratio	0.068	0.057	0.14	0.042
HCM Control Delay, s/veh	7.8	7.5	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.5	0.1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	62	90	27	31	11
Future Vol, veh/h	12	62	90	27	31	11
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	78	114	34	39	14
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	7.4	8.3	7.4
HCM LOS	A	A	A

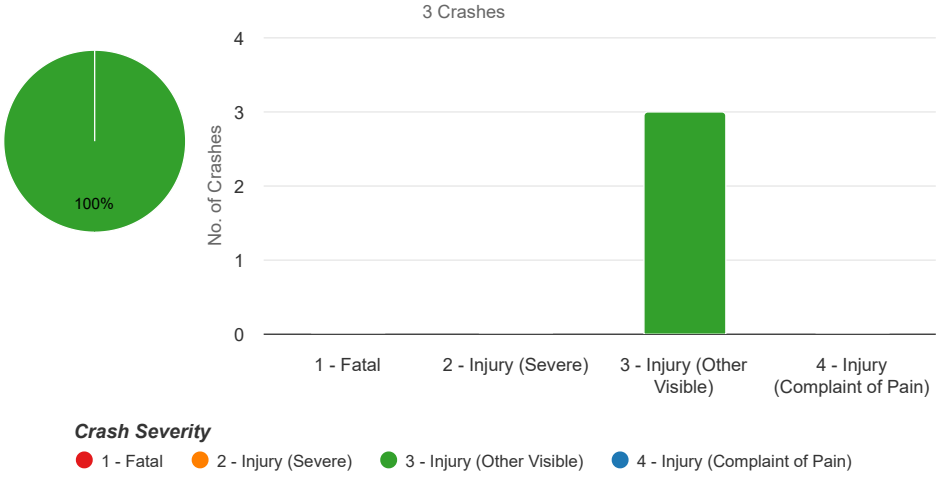
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	77%	16%	0%
Vol Thru, %	23%	0%	74%
Vol Right, %	0%	84%	26%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	117	74	42
LT Vol	90	12	0
Through Vol	27	0	31
RT Vol	0	62	11
Lane Flow Rate	148	94	53
Geometry Grp	1	1	1
Degree of Util (X)	0.177	0.102	0.06
Departure Headway (Hd)	4.31	3.935	4.072
Convergence, Y/N	Yes	Yes	Yes
Cap	828	916	868
Service Time	2.359	1.935	2.15
HCM Lane V/C Ratio	0.179	0.103	0.061
HCM Control Delay, s/veh	8.3	7.4	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2

APPENDIX D

COLLISION DATA

Intersection #2

Number of Crashes by Crash Severity

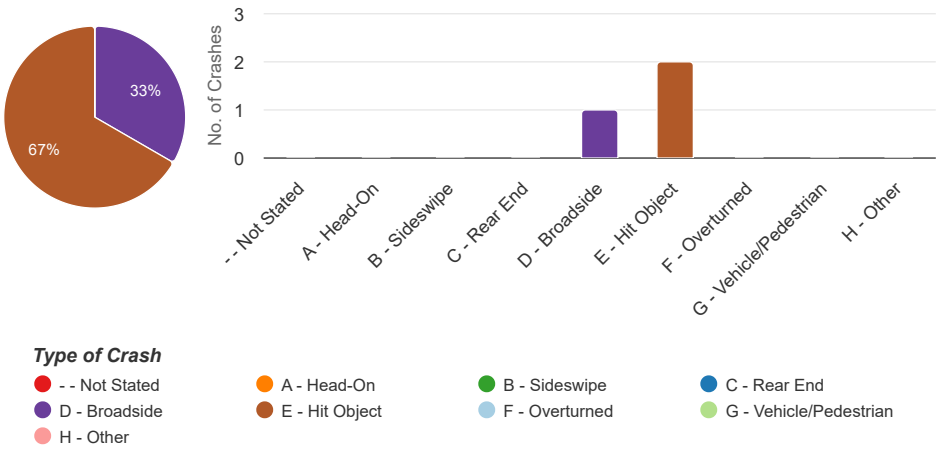


Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	3	100.00%
4 - Injury (Complaint of Pain)	0	0.00%

By Crash Type

Number of Crashes by Type of Crash



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	0	0.00%
C - Rear End	0	0.00%
D - Broadside	1	33.33%
E - Hit Object	2	66.67%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

By Day of Week and Time

Number of Crashes per Day of Week per Time

3 Crashes

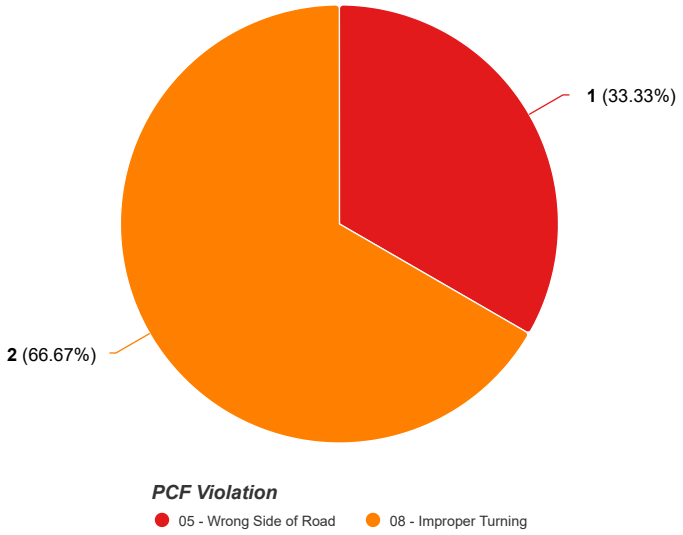
	1 - Monday	2 - Tuesday	3 - Wednesday	4 - Thursday	5 - Friday	6 - Saturday	7 - Sunday
25:00 - Unknown	0	0	0	0	0	0	0
21:00~23:59	0	0	0	0	0	0	0
18:00~20:59	0	0	0	0	0	0	0
15:00~17:59	0	0	0	0	1	0	0
12:00~14:59	1	0	0	0	1	0	0
09:00~11:59	0	0	0	0	0	0	0
06:00~08:59	0	0	0	0	0	0	0
03:00~05:59	0	0	0	0	0	0	0
00:00~02:59	0	0	0	0	0	0	0

1
0.75
0.5
0.25
0

By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation

3 Crashes



Victim Summary

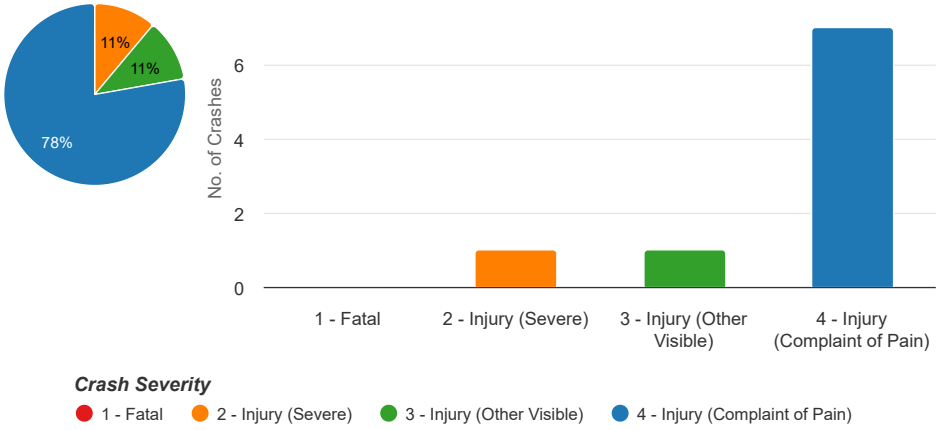
Ped Crash Summary

Crash Summary | Victim Summary | Ped Crash Summary

Crash Summary

Intersection #3

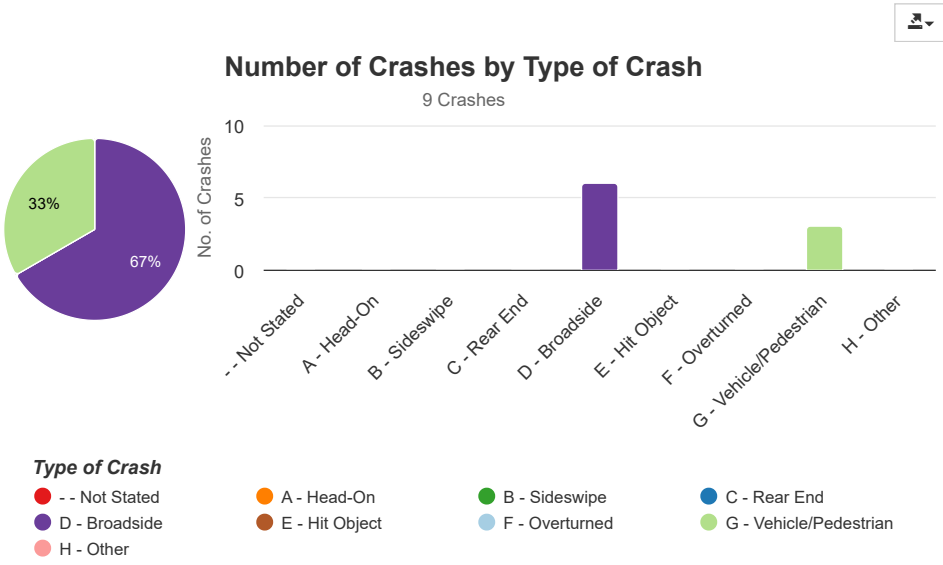
By Crash Severity



Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	1	11.11%
3 - Injury (Other Visible)	1	11.11%
4 - Injury (Complaint of Pain)	7	77.78%

By Crash Type

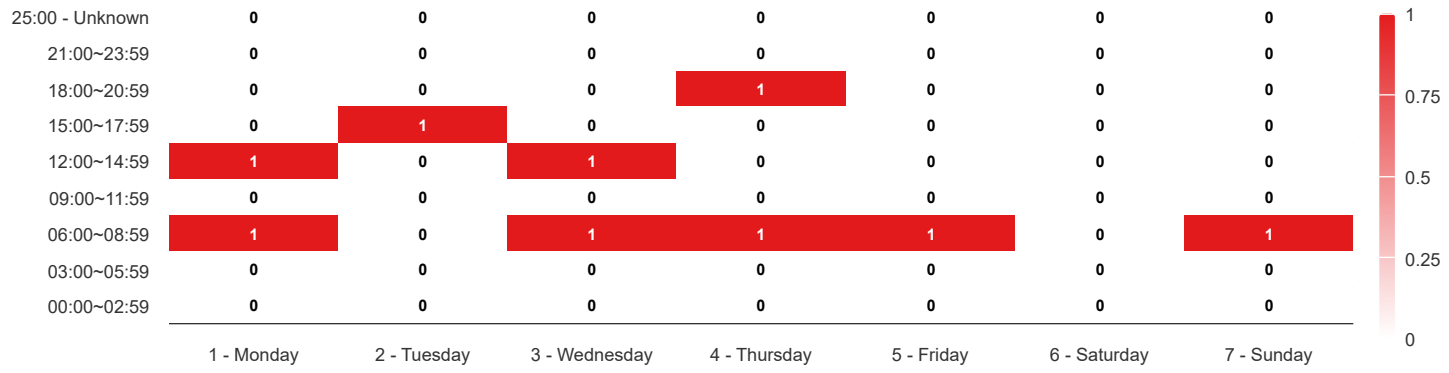


Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	0	0.00%
C - Rear End	0	0.00%
D - Broadside	6	66.67%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	3	33.33%
H - Other	0	0.00%

Number of Crashes per Day of Week per Time

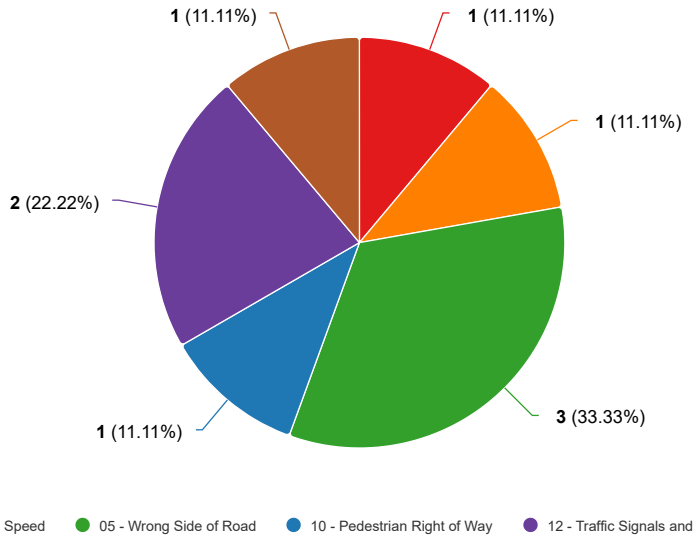
9 Crashes



By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation

9 Crashes

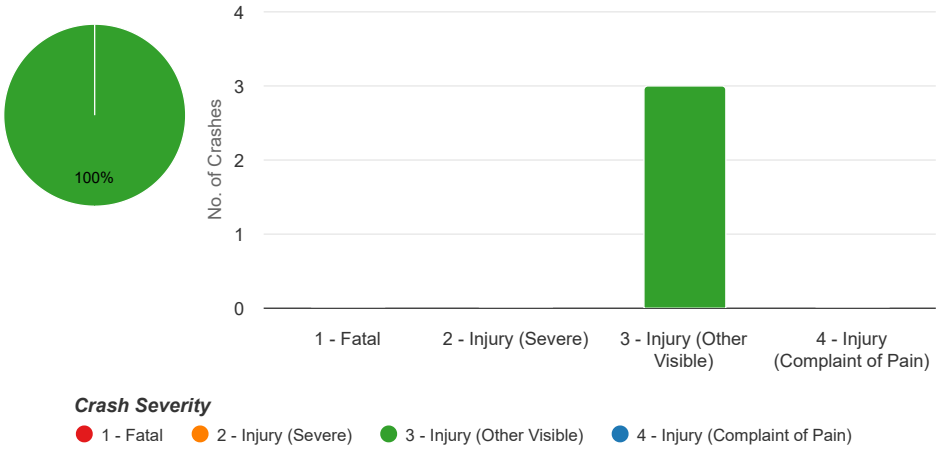


Victim Summary

Ped Crash Summary

Intersection #6

Number of Crashes by Crash Severity

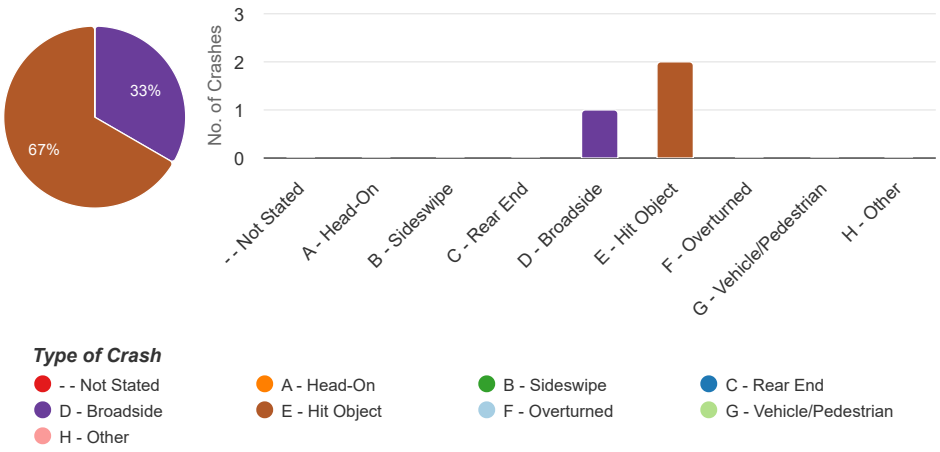


Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	3	100.00%
4 - Injury (Complaint of Pain)	0	0.00%

By Crash Type

Number of Crashes by Type of Crash



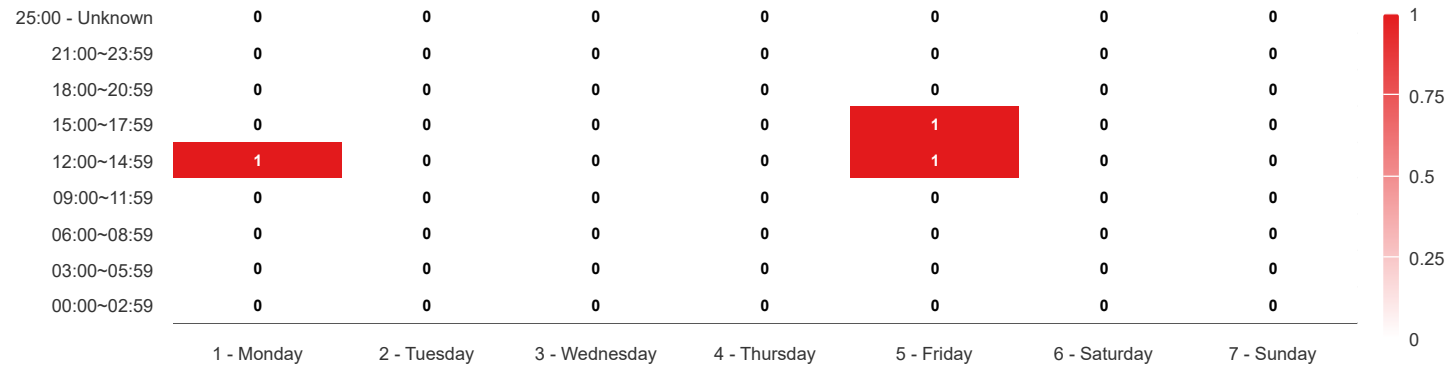
Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	0	0.00%
C - Rear End	0	0.00%
D - Broadside	1	33.33%
E - Hit Object	2	66.67%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	0	0.00%
H - Other	0	0.00%

By Day of Week and Time

Number of Crashes per Day of Week per Time

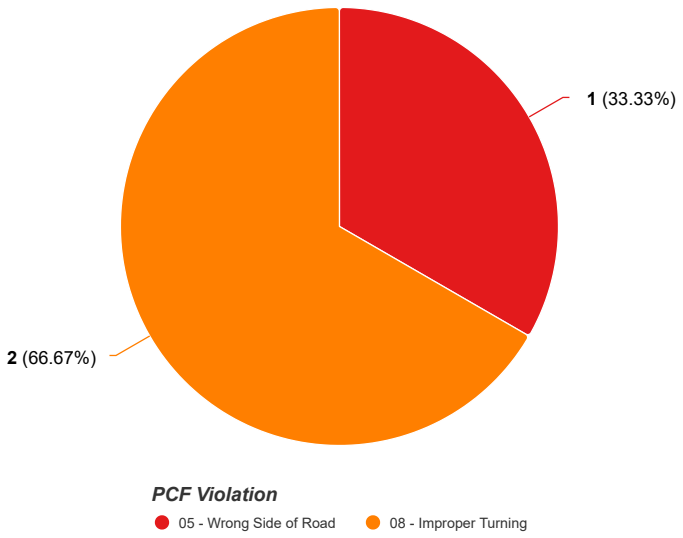
3 Crashes



By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation

3 Crashes



Victim Summary

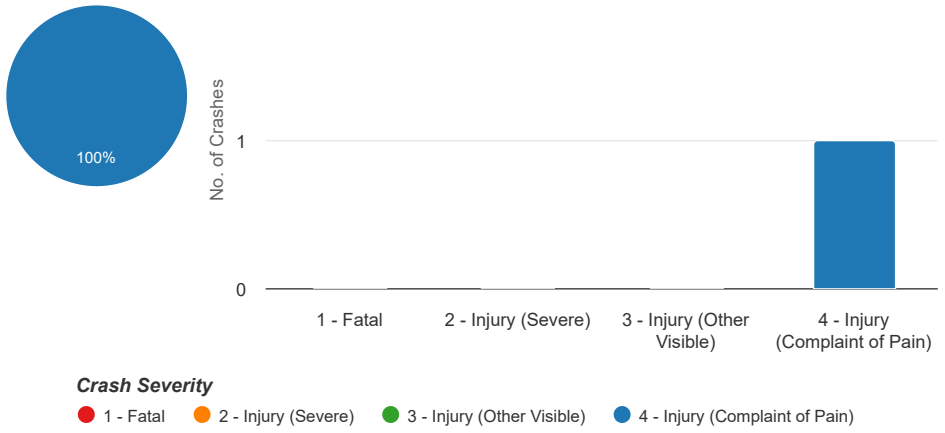
Ped Crash Summary

Crash Summary

By Crash Severity

Intersection #7

Number of Crashes by Crash Severity

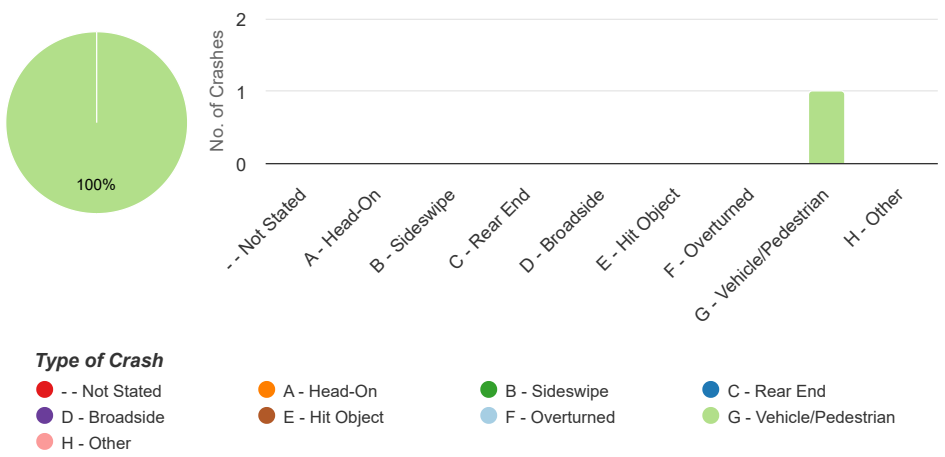


Show Zero

Crash Severity	Count	%
1 - Fatal	0	0.00%
2 - Injury (Severe)	0	0.00%
3 - Injury (Other Visible)	0	0.00%
4 - Injury (Complaint of Pain)	1	100.00%

By Crash Type

Number of Crashes by Type of Crash



Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	0	0.00%
B - Sideswipe	0	0.00%
C - Rear End	0	0.00%
D - Broadside	0	0.00%
E - Hit Object	0	0.00%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	1	100.00%
H - Other	0	0.00%

By Day of Week and Time

Number of Crashes per Day of Week per Time

1 Crashes

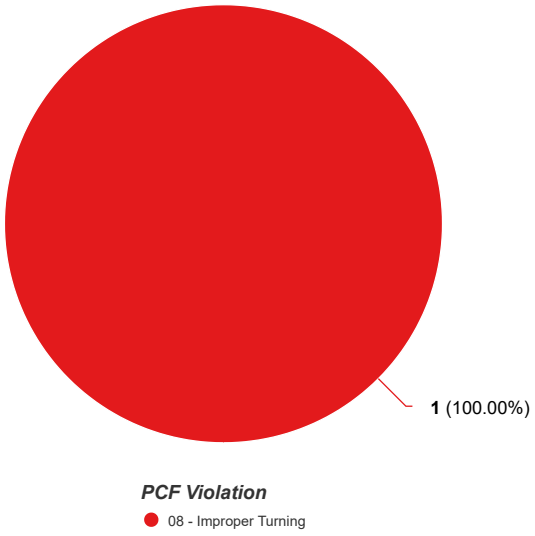
	1 - Monday	2 - Tuesday	3 - Wednesday	4 - Thursday	5 - Friday	6 - Saturday	7 - Sunday
25:00 - Unknown	0	0	0	0	0	0	0
21:00~23:59	0	0	0	0	0	0	0
18:00~20:59	0	0	0	0	0	0	0
15:00~17:59	0	0	1	0	0	0	0
12:00~14:59	0	0	0	0	0	0	0
09:00~11:59	0	0	0	0	0	0	0
06:00~08:59	0	0	0	0	0	0	0
03:00~05:59	0	0	0	0	0	0	0
00:00~02:59	0	0	0	0	0	0	0

1
0.75
0.5
0.25
0

By Primary Crash Factor (PCF) Violation

Number of Crashes by PCF Violation

1 Crashes



Victim Summary

Ped Crash Summary

FEHR PEERS

Draft Memorandum

Date: February 8, 2023

To: Alice Hale Price, PE

From: Bill Burton, PE, Valerie Tan, Dana Ebe, EIT, Fehr & Peers

Subject: Hollister High School – Transportation Review

WC22-3947

This draft memorandum has been prepared to summarize the results of our assessment of transportation conditions at Hollister High School. The evaluation has been conducted in response to concerns relative to high levels of congestion occurring at the high school during periods of morning peak hour arrival and afternoon peak hour departure. As part of the review, we have conducted traffic counts, operational analysis, peak hour observations and an analysis of historical collision trends at important intersections surrounding the facility. A series of improvement measures have been developed and proposed to remedy the identified operational and safety concerns.

Local Intersection Operations

Intersections are generally the critical, capacity-controlling elements of the local circulation system. Therefore, operations at several critical intersections surrounding Hollister High School were reviewed during the morning peak hour arrival and afternoon peak hour departure periods. The intersections selected for study are summarized **Table 1** below and presented on **Figure 1** (all figures provided at the end of this memorandum).

Intersection turning movement counts, including separate counts of pedestrians, bicyclists, and heavy trucks for the weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (2:00 AM to 4:00 PM) peak periods were collected at the study intersections in November 2022. Traffic counts were conducted on a clear weather non-holiday week when the school was in normal session. Peak hour intersection volumes are summarized on **Figure 2** along with existing lane configurations and traffic controls. Field reconnaissance was conducted to verify existing intersection control, lane configurations, and other roadway characteristics. Traffic signal phasing and timings were obtained through field observations.

Street) leg make westbound right-turns difficult, which causes a substantial westbound queue to develop along Nash Road. This queue frequently extends a considerable distance east of the Monterey Street/San Benito Street intersection, further congesting the surrounding roadway network. Some vehicles choose to bypass this queue by using Hodel Drive – a local residential roadway. At the San Benito Street/Nash Road intersection, high levels of pedestrians crossing the intersection's south (San Benito Street) leg make the eastbound right difficult.

During peak periods the San Benito Street/River Parkway intersection experiences high levels of congestion which causes vehicles to queue along northbound San Benito Street to make a left-turn onto River Parkway. Extensive queuing was also observed on the eastbound River Parkway approach to this intersection during peak periods.

Safety/Collision Analysis

A quantitative crash/collision analysis was prepared using collision data from the Statewide Integrated Traffic Records System (SWITRS) collected over the most recent available five-year period (January 1, 2017 through December 31, 2021). The study locations for this assessment include the intersections denoted in Table 1.

This review includes an evaluation of the primary collision factors and collision locations by type. The purpose of this analysis is to identify collision trends on the roadways surrounding the school and develop improvement measures as warranted.

Improvement Measures Approach

The AASHTO *Highway Safety Manual* (HSM) includes a methodology to predict the number of collisions for a given location based on traffic volume, geometric characteristics, and operational characteristics. Fehr & Peers compared the reported collision (i.e., observed collisions) with the predicted number of collisions. The predicted number of collisions was calculated using findings from the AASHTO HSM spreadsheet tool for Urban and Suburban Arterials. As defined above, the same intersections identified in the quantitative collision analysis were again analyzed using the predictive method. Based on the results of the safety and intersection operations analyses, a list of improvement measures was developed to improve safety and the quality of transportation operations during periods of peak school activity.

Safety Analysis Findings

Within the five years of analyses accident data there were 42 total collisions with reported injuries or property damage at the study intersections. **Table 4** summaries the total collisions at the evaluated facilities.

Table 4: Total Study Area Collisions

Intersection	Control	Total Collisions
1. San Benito Street/Nash Road	Signal	19
2. Monterey Street/Nash Road	AWSC	8
3. Monterey Street/B Street	AWSC	4
4. West Street/Nash Road	AWSC	8
5. West Street/B Street	AWSC	3
Total		**42**

Source: Fehr & Peers, 2023, SWITRS.

There were 19 collisions at the San Benito Street/Nash Road intersection with one non-severe visible injury collision, one non-severe complaint of pain collision, and 15 property damage only collisions. There were eight collisions at the Monterey Street/Nash Road intersection with two non-severe visible injury collisions, three non-severe complaint of pain collisions, and three property damage only collisions. There were four collisions at the Monterey Street/B Street intersection with two non-severe visible injury collisions, one non-severe complaint of pain collision, and one property damage only collision. There were eight collisions at the West Street/Nash Road intersection with one non-severe visible injury collision, two non-severe complaint of pain collisions, and five property damage only collisions. There were three collisions at the West Street/B Street intersection with one non-severe complaint of pain collision, and two property damage only collisions.

Of reported collisions within the study area, six collisions were non-severe visible injury, ten collisions were non-severe complaint of pain injury, and 26 collisions were property damage only. There were no fatal or severe injury collisions within the study area in the five-year evaluation period. **Table 5** summarizes the collision severity at the study intersections.

Table 5: Collision by Severity

Intersection	All Collisions Severity					Ped Collisions Severity					Bike Collisions Severity					Auto Collisions Severity				
	Fatal	Severe	Moderate	Minor	PDO	Fatal	Severe	Moderate	Minor	PDO	Fatal	Severe	Moderate	Minor	PDO	Fatal	Severe	Moderate	Minor	PDO
1. San Benito Street/Nash Road	0	0	1	3	15	0	0	0	1	0	0	0	0	0	3	0	0	1	2	12
2. Monterey Street/Nash Road	0	0	2	3	3	0	0	0	0	0	0	0	1	1	0	0	0	1	2	3
3. Monterey Street/B Street	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1
4. West Street/Nash Road	0	0	1	2	5	0	0	0	0	0	0	0	1	0	0	0	0	0	2	5
5. West Street/B Street	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	0	0	6	10	26	0	0	0	1	0	0	0	2	2	3	0	0	4	7	23

PDO = Property Damage Only.
Source: Fehr & Peers, 2023, SWITRS.

Table 6 summarizes the accident data by collision type. One of the reported collisions involved a pedestrian and seven of the reported collisions involved a bicyclist within the five-year evaluation period. Sideswipe and rear end collisions were the most common collision type with eleven rear-end collisions and eleven sideswipe collisions of the 42 total collisions. There were 19 total collisions at the San Benito Street/Nash Road intersection with three head-on collisions, six sideswipe collisions, and five rear end collisions. There were eight total collisions at the Monterey Street/Nash Road intersection with three hit object collisions. There were eight total collisions at the West Street/Nash Road intersection with three rear end collisions and three hit object collisions.

Table 7 summarizes the accident data by primary collision factor. Under the influence of alcohol or drug and unsafe speed were the most common collision factors as the primary factor, both with eight of the 42 total collisions. The intersection of San Benito Street/Nash Road had two collisions that occurred due to unsafe speed and six collisions that occurred due to traffic signs/signals. Three of the collisions that occurred at the West Street/Nash Road intersection were due to unsafe speed.

Table 6: Collision by Type

Intersection	Control	Collision Type								Total	Ped	Bike
		Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Pedestrian	Other			
1. San Benito Street/Nash Road	Signal	3	6	5	2	0	0	1	2	19	1	3
2. Monterey Street/Nash Road	AWSC	1	2	1	1	3	0	0	0	8	0	2
3. Monterey Street/B Street	AWSC	0	1	2	0	0	0	0	1	4	0	0
4. West Street/Nash Road	AWSC	0	1	3	1	3	0	0	0	8	0	1
5. West Street/B Street	AWSC	0	1	0	1	0	1	0	0	3	0	1
Total		4	11	11	5	6	1	1	3	42	1	7

1. Traffic control type (Signal = Signalized; AWSC = All-Way Stop-Controlled)
Source: Fehr & Peers, 2023, SWITRS.

Table 7: Collision by Primary Collision Factor

Intersection	Primary Collision Factor										
	Under the Influence of Alcohol or Drug	Unsafe Speed	Following Too Closely	Wrong Side of the Road	Improper Turning	Auto Right of Way	Ped Right of Way	Traffic Signals and Signs	Unsafe Starting/ Backing	Other Improper Driving	Not Stated
1. San Benito Street/Nash Road	4	2	1	1	1	0	1	6	2	0	1
2. Monterey Street/Nash Road	1	1	0	1	3	2	0	0	0	0	0
3. Monterey Street/B Street	1	0	0	0	1	0	0	0	0	1	1
4. West Street/ Nash Road	2	3	0	0	2	1	0	0	0	0	0
5. West Street/B Street	0	2	0	1	0	0	0	0	0	0	0
Total	8	8	1	3	7	3	1	6	2	1	2

Source: Fehr & Peers, 2023, SWITRS.

Reported Collisions Compared to Predicted Collisions

The reported collisions and predicted collisions per year at each intersection are presented in **Table 8**. Using the HSM model, the predicted collision frequency is 5.4 collisions/year at the San Benito Street/Nash Road intersection, 2.2 at the Monterey Street/Nash Road, 1.5 at the Monterey Street/B Street and West Street/Nash Road intersections, and 1.2 at the West Street/B Street intersection. The SWITRS collision data indicates that slightly more collisions tend to occur at Study Intersection 4 (West Street/Nash Road) than would be expected at a location with similar characteristics. The data indicates that fewer collisions tend to occur at study intersections 1, 2, 3, and 5 than would be expected at locations with similar characteristics. In general, the study intersections display similar crash characteristics to other typical intersections in the United States. Using the details of the crash records, tendencies, and recurring patterns, safety improvement measures were developed and are described in the section that follows.

Table 8: Actual versus Predicted Collision Frequencies

Intersection	Type[1]	AADT[2] (Major)	AADT[2] (Minor)	Total Collisions (Actual)[3]	Collisions per year (Actual)	Predicted Collision Frequency	Difference[4]
1. San Benito Street/Nash Road	4SG	7,220	3,910	19	3.8	5.4	-1.6
2. Monterey Street/Nash Road	3ST	3,910	4,240	8	1.6	2.2	-0.6
3. Monterey Street/B Street	3ST	4,240	3,090	4	0.8	1.5	-0.7
4. West Street/ Nash Road	4ST	1,990	2,420	8	1.6	1.5	0.1
5. West Street/B Street	4ST	2,420	3,090	3	0.6	1.2	-0.6

Notes:

1. 3SG = 3 leg signalized intersection; 3ST = 3 leg unsignalized intersection; 4SG = 4 leg signalized intersection; 4ST = 4 leg unsignalized intersection.
2. Average annual daily traffic (AADT) was estimated using the existing turning movement counts collected in November 2022
3. Collision data obtained from SWITRS for the four intersections between 2017 and 2021.
4. Negative values indicate that the actual collision frequency is less than the predicted collision frequency for a typical intersection with similar attributes. Positive values indicate that the actual collision frequency is greater than the predicted collision frequency for a typical intersection with similar attributes.

Source: Fehr & Peers, 2023.

Recommended Improvement Measures

Based on the results of the safety assessment, intersection operations analysis, and peak hour observations, a list of improvement measures was developed to improve safety and the quality of transportation operations during periods of peak school activity. The recommended improvement measures are summarized in **Table 9** below and are illustrated on **Figure 5**. These improvement measures include traffic signals, roadway design, pedestrian facilities, bicycle facilities, and signing improvements to address multimodal safety and LOS operations.

Table 9: Recommended Improvement Measures

Improvement Type	Location	Recommendation
Traffic Signal	San Benito Street/Nash Road	Add a pedestrian scramble phase, increase all-red time, implement northbound right turn overlap phasing, and optimize signal timings
Traffic Signal	Monterey Road/Nash Road	Install a traffic signal, install crosswalks on all intersection legs, operate with pedestrian scramble phase
Roadway Design	San Benito Street/River Parkway	Install roundabout at stop-controlled intersection
Pedestrian Facility	Monterey Street/B Street	Install bulb outs at marked pedestrian crossings
Pedestrian Facility	Monterey Street/Richardson Drive	Install bulb outs at marked pedestrian crossings
Pedestrian Facility	Monterey Street/Palmtag Drive	Install bulb outs at marked pedestrian crossings
Bicycle Facility	Nash Road (River Parkway to West Street)	Install Class III Bikeway (Bicycle Route) with sharrows for the westbound direction
Bicycle Facility	Nash Road (Monterey Road to San Benito Street)	Install Class III Bikeway (Bicycle Route) with sharrows for the westbound direction
Signing	San Benito Street/Nash Road	Install “NO U-TURN” sign for the northbound approach
Signing	San Benito Street (South of Nash Road)	Install flashing speed feedback sign for northbound traffic midblock
Signing	Nash Road (West of Suiter Street)	Install flashing speed feedback sign for eastbound traffic midblock

The operations of the traffic signal improvements proposed in Table 9 were evaluated using the previously described LOS analysis methods. The delay and LOS results with the implementation of the proposed improvements are summarized in **Table 10**. Detailed intersection LOS calculation worksheets are presented in **Appendix A**.

Appendix B
IPAC Queries

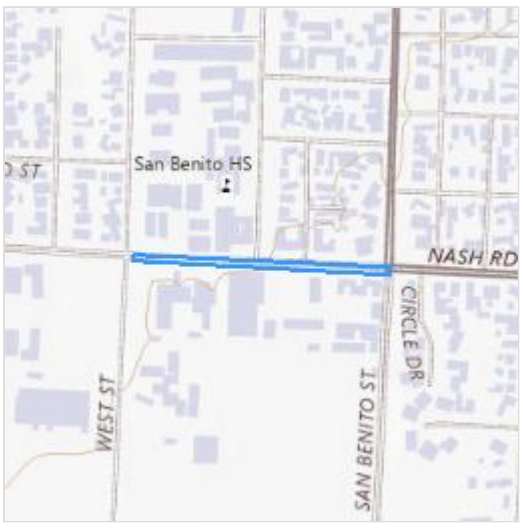
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Benito County, California



Local office

Ventura Fish And Wildlife Office

(805) 644-1766
(805) 644-3958
FW8VenturaSection7@FWS.Gov

2493 Portola Road, Suite B
Ventura, CA 93003-7726

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

---

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
San Joaquin Kit Fox Vulpes macrotis mutica Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered

Birds

NAME	STATUS
California Condor Gymnogyps californianus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
Least Bell's Vireo Vireo bellii pusillus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered

NOT FOR CONSULTATION

Yellow-billed Cuckoo Coccyzus americanus — Threatened

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/3911

Reptiles

NAME	STATUS
Northwestern Pond Turtle Actinemys marmorata Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened
Foothill Yellow-legged Frog Rana boylii There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5133	Threatened
Western Spadefoot Spea hammondii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5425	Proposed Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

NOT FOR CONSULTATION

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

Review the FAQs
The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31

NOT FOR CONSULTATION

Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

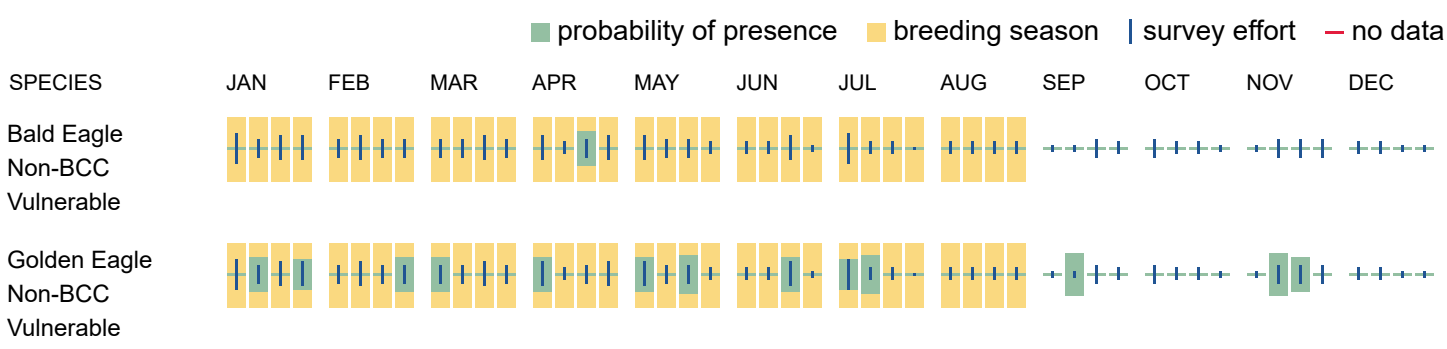
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

NOT FOR CONSULTATION

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report
On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management

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- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Measures for Proactively Minimizing Migratory Bird Impacts

Your IPaC Migratory Bird list showcases birds of concern, including Birds of Conservation Concern (BCC), in your project location. This is not a comprehensive list of all birds found in your project area. However, you can help proactively minimize significant impacts to all birds at your project location by implementing the measures in the Nationwide avoidance and minimization measures for birds document, and any other project-specific avoidance and minimization measures suggested at the link Measures for avoiding and minimizing impacts to birds for the birds of concern on your list below.

Ensure Your Migratory Bird List is Accurate and Complete

If your project area is in a poorly surveyed area, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles document, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

Review the FAQs

The FAQs below provide important additional information and resources.

NAME	BREEDING SEASON
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole Icterus bullockii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31

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Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch Spinus lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Northern Harrier Circus hudsonius This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Nuttall's Woodpecker Dryobates nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher Contopus cooperi This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Santa Barbara Song Sparrow Melospiza melodia graminea This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Short-billed Dowitcher Limnodromus griseus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Tricolored Blackbird Agelaius tricolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Western Gull Larus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 21 to Aug 25
Western Screech-owl Megascops kennicottii cardonensis This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jun 30
Willet Tringa semipalmata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10
Yellow-billed Magpie Pica nuttalli This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9726	Breeds Apr 1 to Jul 31

NOT FOR CONSULTATION

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▀)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▀)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

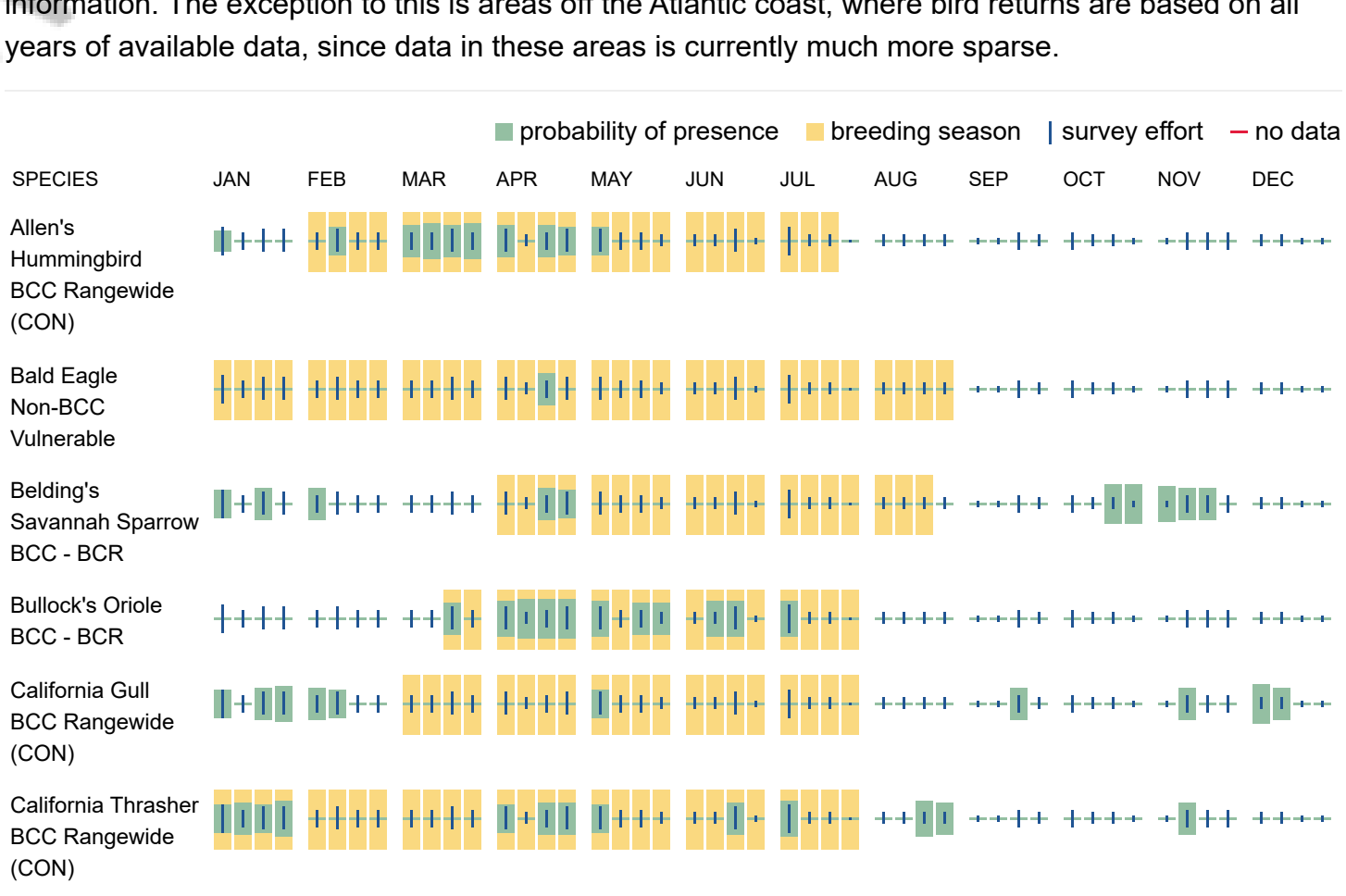
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

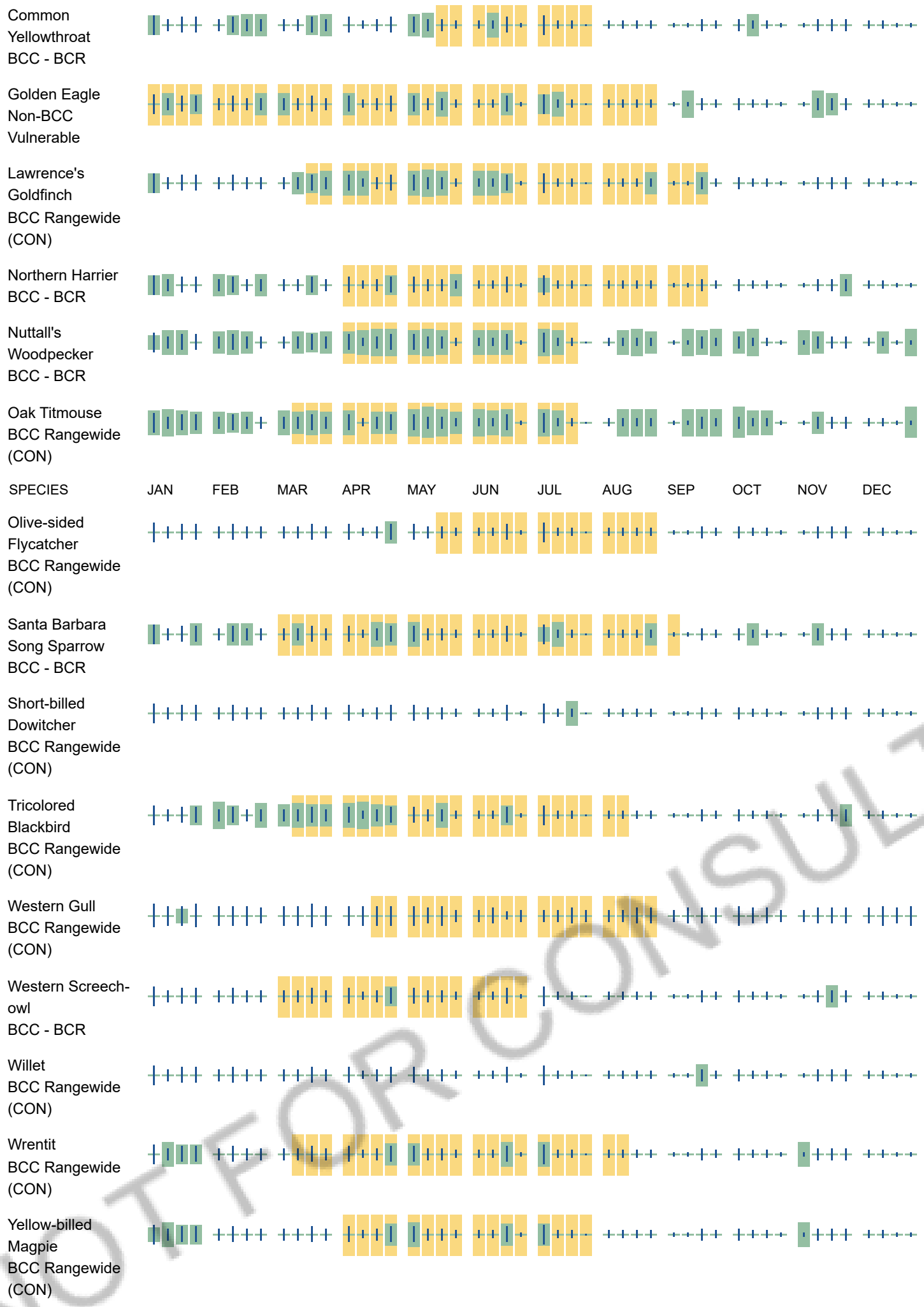
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as “Vulnerable”. See the FAQ “What are the levels of concern for migratory birds?” for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your “IPaC PROBABILITY OF PRESENCE SUMMARY” at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ “Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds”.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

NOT FOR CONSULTATION

Interpreting the Probability of Presence Graphs
Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

NOT FOR CONSULTATION

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Appendix C
NCRS Soil Survey

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for San Benito County, California



April 23, 2026

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

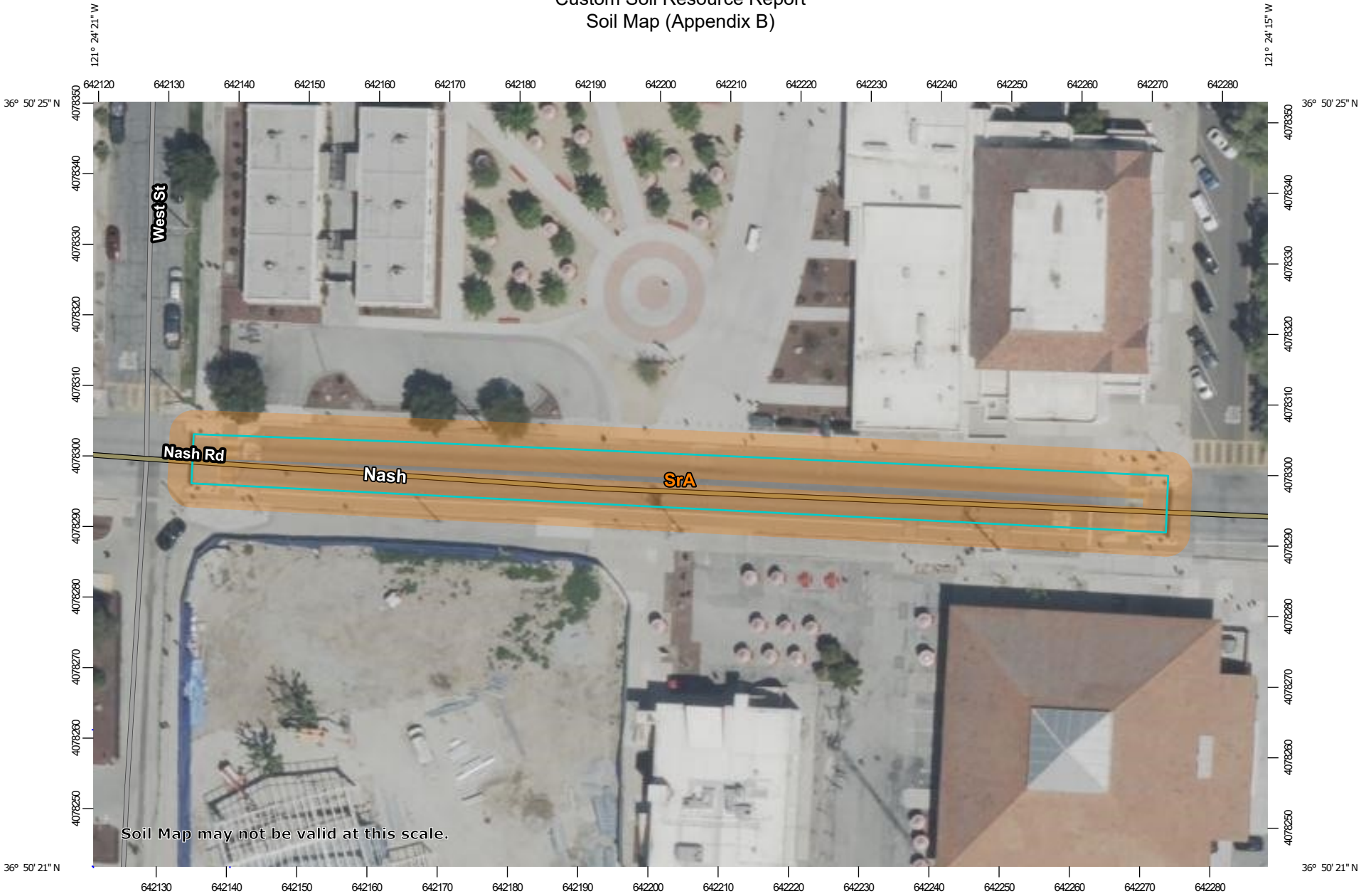
Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.



Map Scale: 1:764 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 10 20 40 60

Feet
0 35 70 140 210

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Benito County, California
Survey Area Data: Version 26, Aug 29, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Apr 17, 2024—May 1, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend (Appendix B)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
SrA	Sorrento silty clay loam, 0 to 2 percent slopes, MLRA 14	0.3	100.0%
Totals for Area of Interest		**0.3**	**100.0%**

Map Unit Descriptions (Appendix B)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

San Benito County, California

SrA—Sorrento silty clay loam, 0 to 2 percent slopes, MLRA 14

Map Unit Setting

National map unit symbol: 2tyzq
Landscape: Alluvial plains
Elevation: 110 to 2,480 feet
Mean annual precipitation: 14 to 20 inches
Mean annual air temperature: 57 to 60 degrees F
Frost-free period: 270 to 330 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Sorrento and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Sorrento

Setting

Landscape: Alluvial plains
Landform: Flood plains, Valley floors
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear, convex
Parent material: Alluvium derived from sandstone and shale

Typical profile

A - 0 to 18 inches: silty clay loam
C - 18 to 79 inches: silty clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.60 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 10.0 inches)

Interpretive groups

Land capability classification (irrigated): 1
Land capability classification (nonirrigated): 3c
Hydrologic Soil Group: C
Ecological site: R014XG906CA - Dry Loamy Bottom
Hydric soil rating: No

Minor Components

Calcic haploxerolls

Percent of map unit: 5 percent
Landscape: Alluvial plains
Landform: Flood plains, Valley floors
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear, convex
Hydric soil rating: No

Clear lake

Percent of map unit: 4 percent
Landscape: Alluvial plains
Landform: Flood plains, Basin floors
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf, dip
Down-slope shape: Linear, concave
Across-slope shape: Linear, concave
Hydric soil rating: Yes

Pacheco

Percent of map unit: 3 percent
Landscape: Alluvial plains
Landform: Flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Yolo

Percent of map unit: 3 percent
Landscape: Alluvial plains
Landform: Flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Talf
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

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Appendix D
FEMA Firmette

National Flood Hazard Layer FIRMette

FEMA

121°24'38"W 36°50'40"N



121°24'1"W 36°50'11"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/17/2026 at 8:47 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.