PROJECT OVERVIEW

- SCOPE OF PROJECT
- PROJECT PHASES
- CURRENT EFFORTS
1. San Felipe Road & State Route 25
2. San Felipe Road & Gateway Drive
3. San Benito Street & North St/Santa Ana Road
4. San Benito Street & 3rd Street
5. San Benito Street & 4th Street
6. San Benito Street & 5th Street
7. San Benito Street & 6th Street
8. San Benito Street & 7th Street
9. San Benito Street & South Street
10. San Benito Street & Nash Road
Complete Streets = Benefits to All Modes of Transportation

- Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.
- Improve bicyclist safety by providing bike lanes, and landscaped buffer zones.
- Improve pedestrian experience with trees along the medians and sidewalks.
- Increase foot traffic and visibility to downtown businesses by enhancing non-vehicular travel experience.
Phase I Improvements

- Reduce the number of travel lanes to streamline traffic and reduce vehicular speed.

- Dedicated bike lanes north of 4th Street and shared bike lanes south of 4th Street.

- High-visibility crosswalks

- Left-turn pockets at approaches along San Benito Street

- Retain existing parking availability in the Downtown

*Phase I involves San Benito Street between 3rd Street and South Street (Downtown Hollister)*
IMPROVEMENTS BY SEGMENT ON SAN BENITO STREET (PHASE I)
- Install 5’ Class II bicycle with a 3’ landscaped buffer.
- Install high-visibility crosswalks at all intersection legs.
- Install left-turn pockets at all major intersection approaches along San Benito Street.
- Install primary gateways at 3rd Street and South Street intersections.
5’ Class II bicycle lane with 3’ striped buffer on east side

5’ Class II bicycle lane on west side

High-visibility crosswalks at all intersection legs

Southbound left-turn pocket approaching 4th Street

Southbound right-turn lane approaching 4th Street

Striped median

No parking on this block
The segment is designed as a ‘Convertible Street’ with decorative pavers for the roadway and sidewalks with rolled curbs.

Allows for the closure of San Benito street for large community events such as, farmer’s market, independence rally, etc.

Install midblock crosswalk at the midpoint of each block, and install Class III shared bicycle facilities along the roadway.
‘Convertible Street’ design, typical to all blocks that would allow closure of San Benito street for large community events

- Northbound and southbound left-turn pockets
- Class III shared bicycle facility
- High-visibility crosswalks at all intersection legs
- Midblock crosswalks at midpoint of each block
- Parking retained
4TH STREET TO SOUTH STREET

2 of 3
4TH STREET TO SOUTH STREET

618 SAN BENITO ST.
COMMERCIAL BUILDING

650 SAN BENITO ST.
COMMERCIAL BUILDING

SAN BENITO ST.

728 SAN BENITO ST.
COMMERCIAL BUILDING

736 SAN BENITO ST.
COMMERCIAL BUILDING
Reduce existing sidewalks by 3’ to install a landscaped buffer separating pedestrians from the parking lane.

Install Class III shared bicycle facilities along the roadway.

Install primary gateways at 3rd Street and South Street intersections, and secondary gateways at 1st Street and Hawkins Street intersections.
Northbound left-turn pocket approaching South Street

Two-way left-turn median

Parking retained

Conform to existing striping at Hawkins Street
Looking Forward: Phase II

- Extend design north, to Gateway Drive
- Roundabout at Gateway Drive
- Begin hardscape improvements
- Lighting of midblock crosswalks
- Construct bulb-outs
time for questions