



Chapter 4: Snapshot of the Existing Transportation Network & System Needs

This chapter provides a snapshot of the facilities that make up the San Benito region's multi-modal transportation network and discusses the existing system needs.

SNAPSHOT OF THE EXISTING TRANSPORTATION NETWORK & SYSTEM NEEDS

The strength of the San Benito region’s multi-modal transportation system lies in its vast network of roads, highways, bus routes, sidewalks, bicycle lanes, and airports. This chapter provides a snapshot of the existing facilities that make up San Benito County’s multi-modal transportation network. Cities, counties, regional agencies, transit agencies, and the State of California have ownership and operating responsibility for the various parts of the system.

This chapter also discusses the San Benito region’s financial, and system needs for all existing transportation modes. Ultimately, those needs reflect the priorities of the region’s residents, businesses, Cities, and County over the next 25-years. The needs assessment was prepared in a way that would support the future infrastructure improvements recommended in *Chapter 6: Investments in our Transportation Future*.



Over the next 25 years, the San Benito Regional Transportation Plan (RTP) identifies a transportation system need of over \$1.8 billion in projects across all modes, as illustrated in Figure 4-1 (Appendix A).

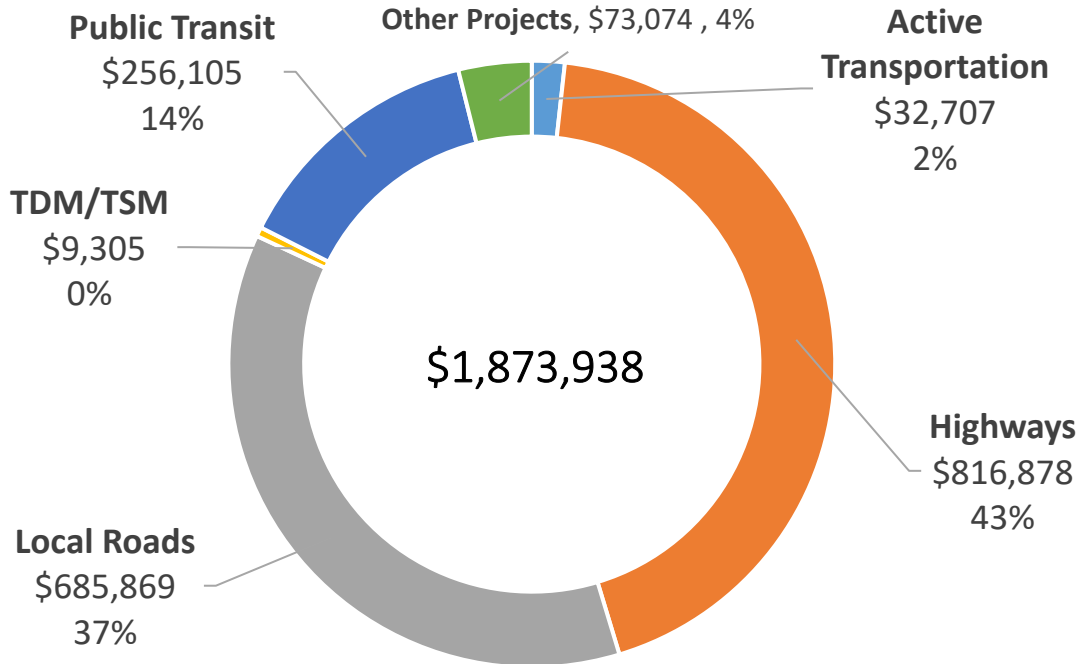


Figure 4-1: 25-Year Transportation Project Costs by Mode (000s)
Source: Council of San Benito County Governments

A summary of the San Benito region’s existing transportation system cost by mode, are identified in the following section.

FEDERAL AND STATE HIGHWAYS

The overall transportation project need for the San Benito regional highway system exceeds \$804 million over the next 25-years.

The San Benito region includes several highways that connect people between counties, including Monterey, Santa Cruz, Santa Clara, Merced, and beyond.

The Federal U.S. Bureau of Land Management and the National Park Service maintain a combined total of 11.16 miles within the County.¹ The California Department of Transportation (Caltrans) highway system extends over 90.3 maintained miles within San Benito County.² Specifically, Caltrans maintains one federal and four state highways, which include routes U.S. 101, SR 25, SR 129, SR 146, and SR 156. With the exception of U.S. 101, the highways in San Benito County are primarily two-lane conventional highways. Caltrans also implements highway maintenance and safety projects.



Figure 4-2: California State Highway System

Source: California Department of Transportation

While safety is a top priority for Caltrans, congestion on the highway system is a longstanding issue in the State. In 2013, Caltrans conducted a National Household Travel Survey to obtain insight on the top transportation concerns of California residents. The price of travel was the primary concern with 29% of the participants. This is not surprising, as in most cases, transportation costs are typically the second or third largest expense in a family budget.

The second chief concern of those surveyed, 20%, was congestion on the highway system.³ Those sentiments were echoed by San Benito residents in a survey conducted by the Council of Governments (COG) in 2018.

¹ California Public Road Data 2019

² California Public Road Data 2019

³ 2040 California Transportation Plan

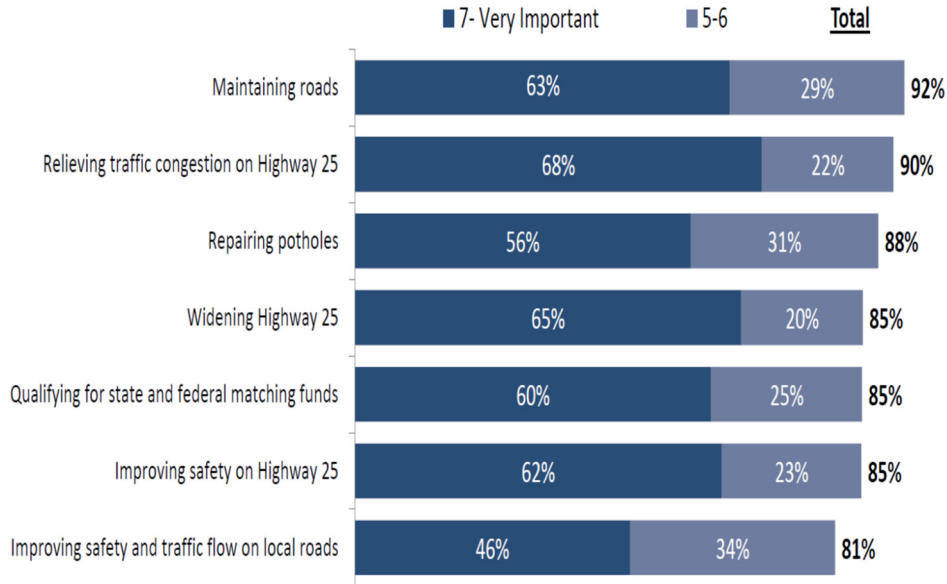


Figure 4-3: Transportation Telephone Survey of San Benito County Voters
 Source: EMC Research, 2016

Of those surveyed, over 90% expressed relieving traffic congestion on Highway 25 as a top priority for the region. This indicates that highway congestion remains a top concern for local residents traveling to Santa Clara County and points north. The purpose of the survey was to obtain insight on the transportation priorities of the community and to acquire insight as to whether a transportation sales tax proposal would be supported for the 2018 election. Measure G was approved by San Benito County voters in November of 2018 and includes a one cent sales tax for improving transportation throughout the entire region. The approved measure commits up to fifty percent of the tax revenues for Highway 25.#

A summary of San Benito’s existing highway investments, by project, are discussed in the following section.

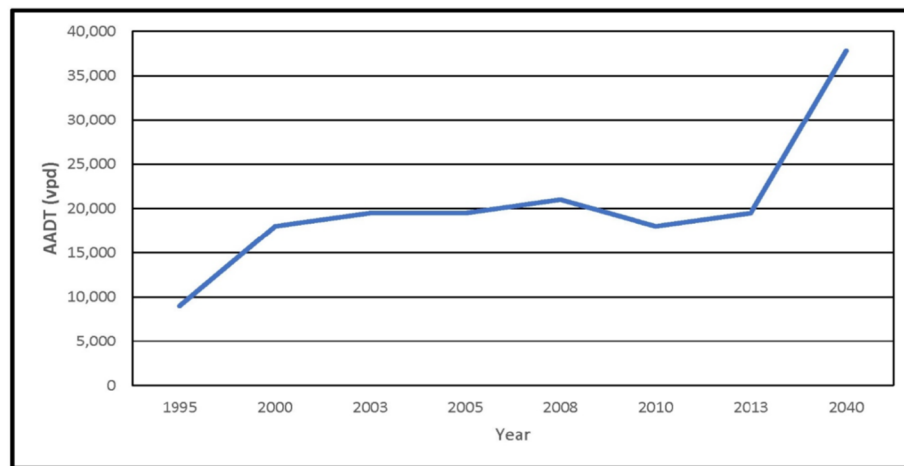
HIGHWAY 25

State Route 25 traverses the entire length of San Benito County from the south at the junction of SR 198 in Monterey County, north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. This primarily rural route functions as a two-lane conventional highway, with the exception of a short section in Hollister where there are three miles consisting of four and six lanes with access control. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.



Highway 25 is the primary commuter route between Hollister to Santa Clara County and points north. Between 1998 and 2003, Highway 25 experienced a high number of traffic accidents and fatalities along the corridor. Average daily traffic at the San Benito/Santa Clara County line has more than doubled since the mid-1990’s and is expected to double again by the year 2040, Figure 4-4. Peak-period traffic volumes on Highway 25 impact parallel County roads as commuters seek alternative routes to get to Hollister. County roads are not equipped or designed to carry the traffic from Highway 25.

Historical trends in daily two-way traffic volumes on Highway 25 at the San Benito/Santa Clara County line are shown in Figure 4-4. Daily traffic volumes at this location have increased from 9,000 vehicles per day (vpd) in the mid-1990’s to 19,500 vpd in 2013. By 2040, the volumes are forecast to increase to 37,800 vpd.⁴



Note: AADT – Annual Average Daily Traffic; vpd – vehicles per day
 Source: Caltrans Traffic Data (<http://traffic-counts.dot.ca.gov/>); and Draft SR 25 Transportation Concept Report, dated 2016

Figure 4-4: Historical Daily 2-Way Traffic Volumes on SR 25 at County Line

⁴ Highway 25 Widening Design Alternatives Analysis Study, 2016

When traffic volumes exceed the capacity of a two-lane roadway, 100 percent of time is spent following other vehicles and average travel speeds of less than 30 mph.⁵ Commercial trucks and public transit vehicles travel through the area and are also subject to delays due to the congestion. Agricultural trucks also use the facility to access adjacent fields located along Highway 25.

According to the latest Caltrans traffic data from 2014, truck traffic makes up about 6.5 percent of the total traffic on Highway 25 near the US 101 junction. Traffic is often delayed by vehicles turning into and/or out of the numerous driveways and local roads, affecting the flow of the faster-moving vehicles. Conflicts between faster-moving vehicles and slower moving agricultural traffic occur during off-peak traffic hours. This segment of Highway 25 is a conventional highway, so access to driveways is not limited. Between San Felipe Road and US 101 there are approximately 48 private driveways and 11 local road intersections along the Highway 25 corridor. Several intersections do not currently have left-turn channelization lanes.

In October of 2016, Caltrans submitted documentation to the California Transportation Commission for the preferred Highway 25 route adoption alignment, which was subsequently approved. A route adoption allows San Benito and Santa Clara counties to adopt a specific corridor for a future expressway into their General Plans. The route adoption study extends from San Felipe Road within the City of Hollister (post mile 51.5) to the San Benito/Santa Clara County line (post mile 60.1) and on to the end of State Route 25 at U.S. 101, south of the City of Gilroy (post miles 0.0 to 2.6 in Santa Clara County). The Route Adoption baseline concept proposed an alignment that was located west of the existing alignment from San Felipe Road to 0.6 mile north of the proposed Grant Line Road at-grade intersection. The Route Adoption concept is estimated far in excess of the voter approved Measure G funding for the project (available over 30 years). The project therefore needed to determine value alternatives that deliver as much benefit to the community and the end users of the facility as possible – and do so within the current funding and schedule constraints.

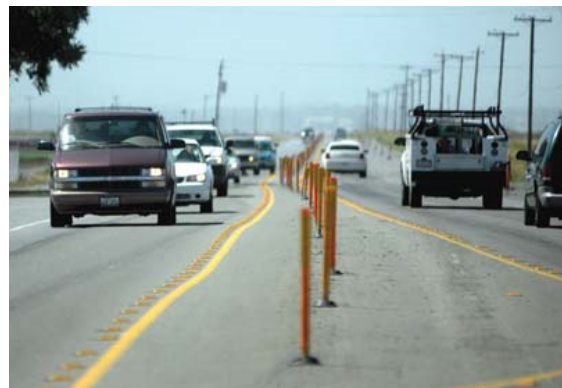


Figure 4-5: Highway 25
Source: Caltrans

The *Value Analysis* study was tasked with considering the Route Adoption baseline concept and exploring potential options to deliver that concept or a similar concept in fundable and logically constructible phases which would still address the underlying purpose and need of the project. In

⁵ Highway 25 Widening Design Alternatives Analysis Study, 2016

2020, Caltrans completed the *Value Analysis* for the Highway 25 Project. The *Value Analysis* team included representatives from COG, Caltrans, CHP, County of San Benito, and City of Hollister. The *Value Analysis* process analyzed the potential project alignment alternatives that optimize the project scope to meet the need and purpose of the project, while addressing constraints and challenges. The alternatives developed by the team included a preferred alignment, which would construct the SR-25/SR-156 interchange as well as the northern segment of the project (Hudner Lanen to Bloomfield Road with integration with the SR-25/US-101 interchange project). The southern segment of the project – from the SR-25/SR-156 interchange to San Felipe Rd - would convert into a four-lane expressway, Figure 4-6.

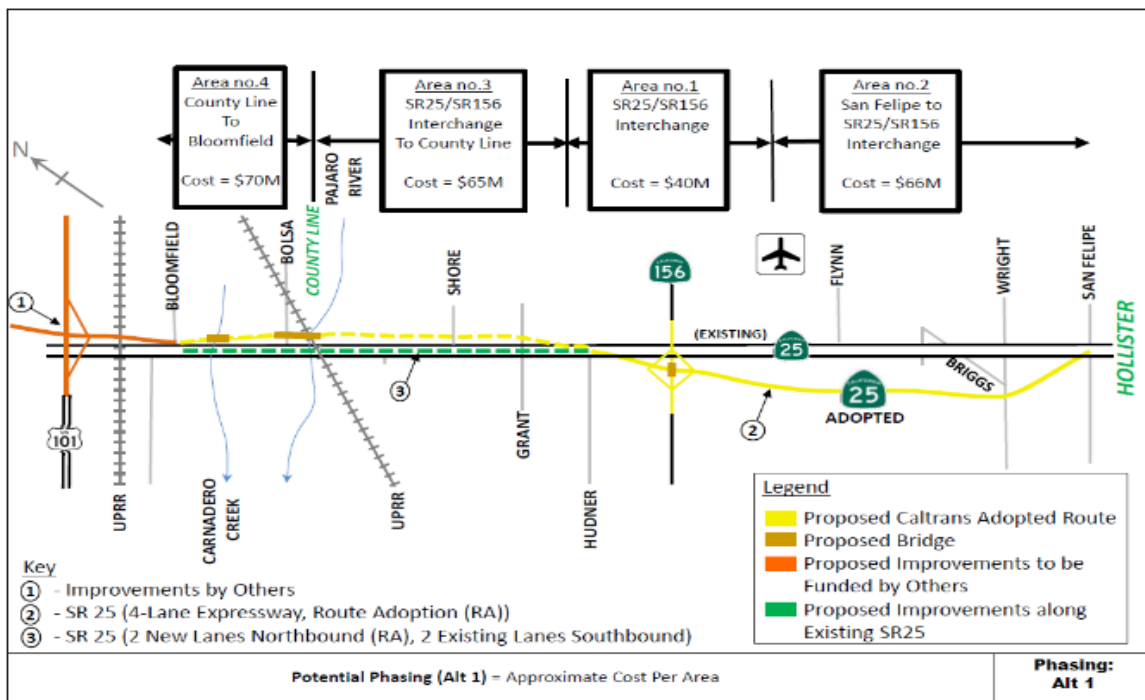


Figure 4-6: Highway 25 Value Analysis Phasing
Source: Council of San Benito County Governments

Since the completion of the *Value Analysis* study, COG has entered into a Cooperative Agreement with Caltrans for the preparation of the environmental document for the Highway 25 Project and has secured State and possible federal dollars.

Over the last two decades COG, in partnership with Caltrans and local government agencies, have implemented numerous projects that address the needs of Highway 25 travelers.

- **Highway 25 Bypass - Constructed**

The Measure A Authority, a 1988 transportation sales tax measure, managed by COG constructed the Highway 25 Bypass, which opened to the public in February of 2009. The Bypass Project is a six and four-lane urban arterial with bicycle lanes that begins at the intersection of SR 25 at Sunnyslope Road and extends north intersecting East Park Street, Hillcrest Road, Meridian Street, and Santa Ana Road in the City of Hollister. The new facility continues north and then west to connect to San Felipe Road and Highway 25 in the County of San Benito. The route is located parallel and to the east of downtown Hollister.



Figure 4-7: Highway 25 Bypass
Source: Morgan Hill Times

In 2014, COG worked in partnership with Caltrans to designate the Bypass as the SR 25 Pinnacles National Park Highway within the City of Hollister limits. Prior to the construction of the Bypass, Highway 25 ran through downtown Hollister, which has since been relinquished and is now a City of Hollister owned street. The transfer of the Bypass to the State was made in May 2014.

Highway 25 Safety and Operational Enhancements Project – Constructed

In 2010, COG in partnership with Caltrans, completed construction of the Highway 25 Safety and Operational Enhancements Project. The purpose of the Project was to reduce the potential for cross centerline collisions by constructing a median barrier and consolidating private driveways. This project is located on SR 25 between San Felipe Road and Shore Road in San Benito County.



Figure 4-8: Highway 25
Source: Council of Governments

SR 156 / SR 25 Turbo Roundabout – Planned

The SR 156 / SR 25 Turbo Roundabout project proposes to construct a roundabout at the intersection of SR 156 and SR 25 north of the City of Hollister in San Benito County. The purpose of the project is to reduce the severity and frequency of collisions at the SR 25 / SR 156 intersection. The project is being funded through the State Highway Operation and Protection Program (SHOPP), which includes projects designed to maintain the safety and operational integrity of the state highway system. This safety project is needed because the intersection is experiencing a pattern of broadside and rear end collisions due to a recurrence of red light runs. All work will be conducted within the existing State right-of-way. Construction on this project began in May of the year 2022.

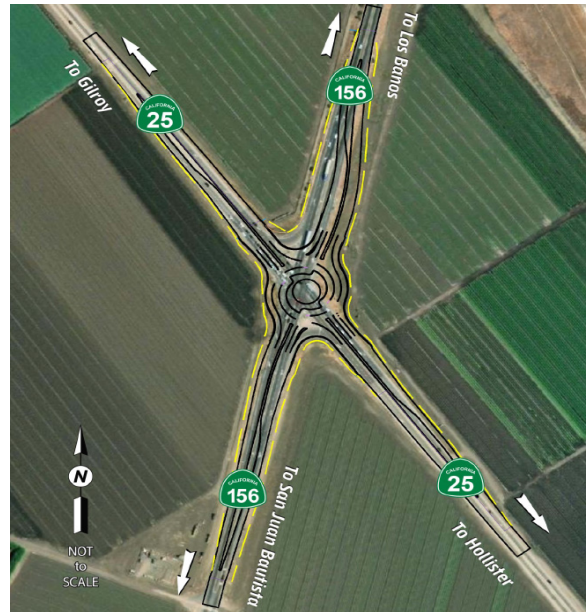


Figure 4-9: SR 156/ SR 25 Turbo Roundabout
Source: Caltrans

U.S. Highway 101

U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic. It is the main north/south route that Caltrans classified as a principal arterial and includes it as part of the Interregional Route System. San Benito County has designated the route as a Scenic Highway from the Monterey County line to SR 156, and is eligible for inclusion in the California Scenic Highway Program.



U.S. 101 in San Benito County starts as a four-lane expressway at the Monterey/San Benito County Line and changes to four-lane freeway 1.6 miles north. The route continues as a four-lane freeway to the Pajaro River Bridge at the San Benito/Santa Clara County Line. State Routes 156 and 129 intersect U.S. 101 in San Benito County. Caltrans has identified a route concept for U.S. 101 that is a six-lane freeway configuration, which is currently unfunded. Solutions to this the US 101 will be developed to be in alignment with the California Transportation Plan 2050, the Climate Action Plan for Transportation Infrastructure, and Caltrans Strategic Plan to ensure an emphasis on solutions that take a multimodal approach and support interregional movements.

In 2013, the location in the County with the highest *absolute* number of trucks was at the junction of U.S. 101 and Route 156 east, with 22,000 average daily trucks.⁶ This location also was the highest when measured by trucks as a percent of total vehicle Average Annual Daily Trucks (AADT), at 22



Figure 4-10 Truck Volumes & Percent Traffic that is Trucks on US 101

Source: Caltrans data. Note: AADT stands for Average Annual Daily Traffic

⁶ U.S. 101 Central Coast California Freight Strategy

percent. The high truck volumes at this location are due to a combination of agriculture activities in Monterey County, including transportation between coolers and shippers, as well as proximity to the Central Valley for trade.

State Route 156

State Route 156 traverses northern San Benito County, from U.S. 101 through San Juan Bautista and Hollister to the San Benito/Santa Clara County line where it connects with SR 152. SR 156 is a four-lane expressway from U.S. 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway, as it bypasses Hollister and maintains that configuration to the San Benito/Santa Clara County line.



The corridor serves interregional traffic traveling east and west, including a substantial number of trucks during the week and recreational traffic between the Central Valley, Monterey Bay, and the San Francisco Bay Area on the weekends. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Road System and is a Focus Route. In a 2013 study, U.S. 101 Central Coast California Freight Strategy, the location with the highest absolute number of trucks along the U.S. 101 stretch between Santa Barbara and San Benito Counties, was at the junction of U.S. 101 and SR 156 in San Benito County. With 22,000 (27.9% Annual Average Daily Traffic) Trucks And 56,853 (72.1% Annual Average Daily Traffic) vehicles.

The route has a high priority for completion to facility standards in order to handle higher volumes of interregional trip movements and connect all urban areas, goods movement gateways, and rural areas. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is a conventional highway. SR 156 is also a major corridor for residents of Hollister, San Juan Bautista, and San Benito County traveling to Monterey, Santa Clara, and Merced Counties. While portions of the facility have been upgraded to handle increased demand, the segment between San Juan Bautista and Hollister remains a two-lane facility. With conflicts between commuters and agricultural operations, improving safety on this highway segment is a priority for Caltrans and San Benito policy makers.



Figure 4-11: SR 156 Between Hollister and San Juan Bautista
Source: BenitoLink

According to the Caltrans Traffic and Vehicle Data Systems Unit and the 2008 traffic data, generally, for a two-way highway, truck traffic averages 13 to 15 percent of the total traffic volume. For this project, the average daily truck traffic is approximately 9.7 percent, with truck traffic averaging approximately 9 percent during peak-hour traffic between The Alameda (post mile 3.2) and Union Road (post mile 7.25).

The existing two-lane conventional highway within the project limits is designed to handle a maximum of 20,000 vehicles each day. According to the Caltrans Historical Traffic Data, traffic volumes for the segment of State Route 156 between The Alameda and Union Road has increased on an average from 14,000 vehicles in the year 1992, to 20,300 vehicles in the year 2000, to its current average volume of 26,200 vehicles. Figure 4-11 shows the average annual daily traffic counts, the Design Hourly Volume, and Level of Service for this segment of the project for the year 2006. The estimated Traffic and Level of Service with, and without the project, are also shown for the years 2014 and 2034 (future conditions).

Year	Design Hourly Volume	Average Annual Daily Traffic (number of vehicles)	Level of Service
			Without Project
2006	2,400	26,200	E
2014	2,920	29,344	F
2034	4,221	37,531	F

Figure 4-12: Average Annual Daily Traffic and Level of Service with No Project
Source: Route 156 Improvement Project Final Environmental Impact Report

The State Route 156 Conversion Project will build a new 4-lane expressway between San Juan Bautista and Hollister. Construction on the project is scheduled to start in the Fall of 2022. Once constructed, the existing highway will become a San Benito County road and will serve as access for residents living on the north side. A multi-modal enhancement study is underway of the proposed relinquished route. The study proposes to identify conceptual designs that improve bicycle and pedestrian connectivity between Hollister and San Juan Bautista. SR 156 from the Monterey County line to the Santa Clara County line is eligible for inclusion in the California Scenic Highway Program.

State Route 129

As a two-lane conventional highway, SR 129 extends from Santa Cruz County into the northwestern portion of San Benito County connecting to U.S 101 approximately 2.6 miles from the Santa Cruz/San Benito County line.

The Highway provides access from SR 1, in Santa Cruz County to U.S. 101 for truck traffic generated by food processing plants in the Watsonville area and a sand and gravel quarry in southeastern Santa Cruz County. The route also serves agricultural production areas used



Figure 4-13: SR 129 in San Benito County

Source: Caltrans

by farm equipment and slow-moving trucks carrying farm produce. SR 129 provides access to Santa Cruz and Monterey County beaches.

Truck traffic originating from Santa Cruz County traverses on SR 129 - impacting local rural roads such as San Juan Highway and San Justo Road, both of which are narrow two-lane ill-equipped to handle heavy loads and large vehicles. Agricultural-related businesses located on San Juan Highway are generating much of this truck traffic, which impact the county's roads as trucks move through the area toward SR 156. In addition, Anzar High School, which is also located on San Juan Highway, generates motor vehicle traffic in the area during school hours. The route concept for SR 129 is a two-lane conventional highway with passing lanes where appropriate. The highest percent of trucks on the corridor was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

State Route 146

SR 146, in San Benito County is a two-lane conventional highway used primarily to provide access from SR 25 to Pinnacles National Park. Caltrans classifies this route as a minor arterial. San Benito County has designated the route as a local Scenic Highway and the corridor has been identified as eligible for inclusion in the California Scenic Highway Program. SR 146 is expected to accommodate anticipated growth through the long-term 2045 forecast without major capacity improvements. The route concept for SR 146 is to maintain the corridor as a two-lane conventional highway. Caltrans relinquished a portion of SR 146 to the National Park Service.

SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) TRUCK ROUTES

The highway system plays an integral part of the economy, providing households with access to jobs, education, markets, and recreation activities - allowing business to conduct transactions. The federal and state highway systems are also central to the distribution of goods throughout the region.

Supporting Surface Transportation Assistance Act (STAA) truck routes helps provide adequate access, limited-service interruptions, and congestion alleviation that bolster State and local economies. Trucks and commercial vehicles provide goods and essential services to residents every day. In addition to the highway system, there is an extensive network of local roads that are maintained by the Cities of Hollister and San Juan Bautista, and County of San Benito. Figure 4-14 illustrates the existing and proposed truck route network for the San Benito region.

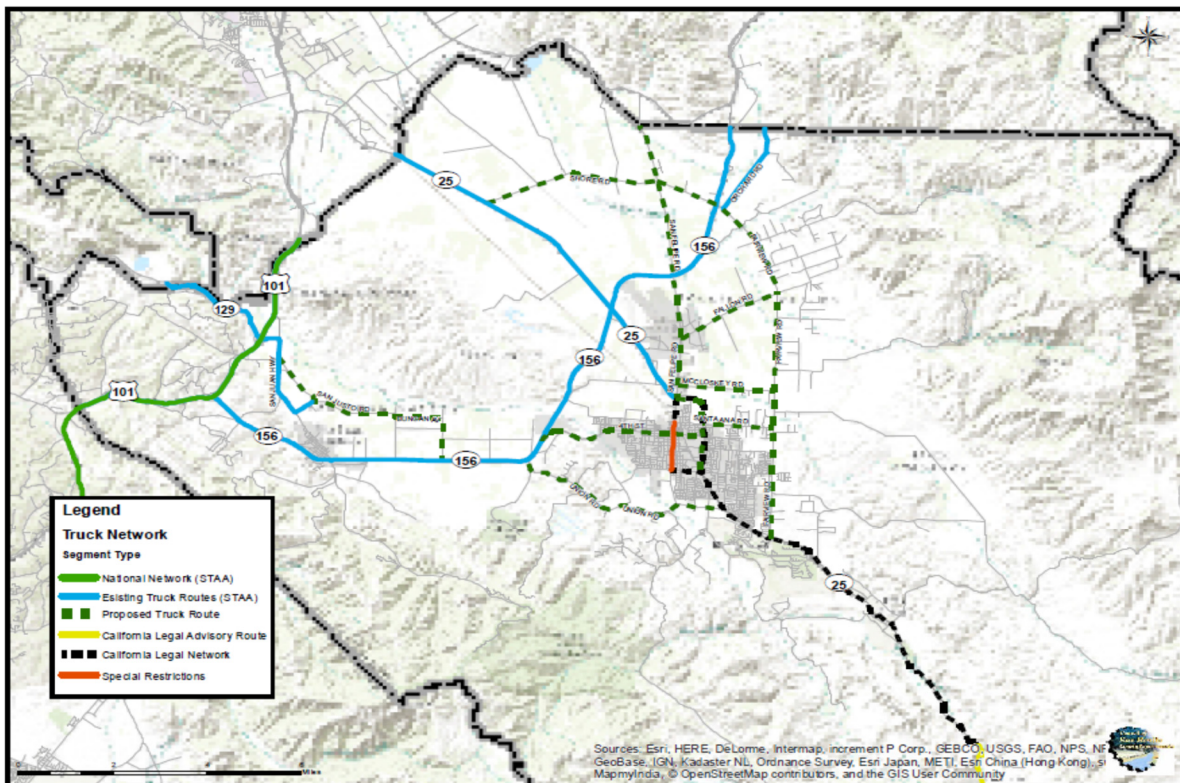


Figure 4-14: San Benito Existing and Proposed STAA Networks
Source: Council of Governments and California Department of Transportation

LOCAL STREETS AND ROADWAYS

The overall county-wide funding need for new local roads, rehabilitation and maintenance of the existing network exceeds \$467⁷ million through the year 2045.

Local roadways are the backbone of the region’s economic well-being, they facilitate the movement of people and goods. The San Benito region’s network includes numerous county roads and city streets. The local network of roads that are maintained by the County of San Benito, and the Cities of Hollister and San Juan Bautista total 543.08 centerline miles Figure 4-15⁸.

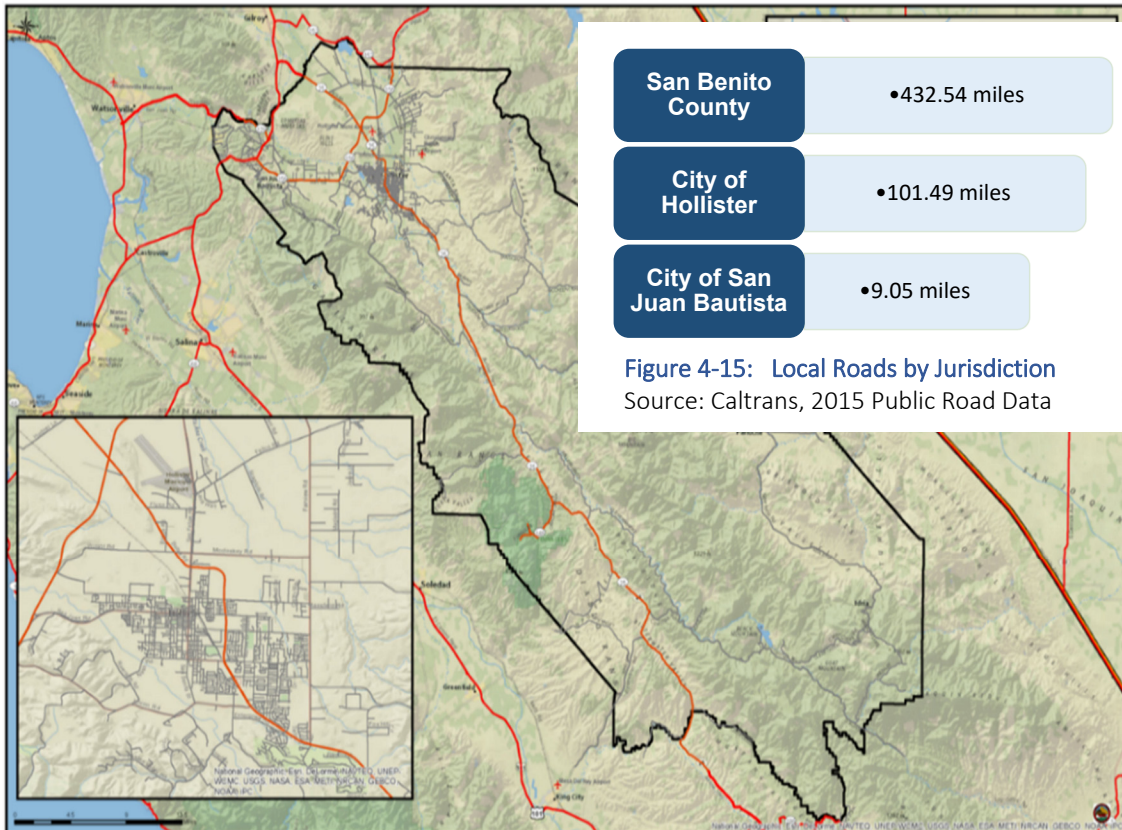


Figure 4-14: San Benito Regional Roadway Network
Source: San Benito County

Traffic congestion on rural roads in northern San Benito County has created delays at local intersections and roadways not designed to accommodate increasing numbers of commuter traffic. Particularly, as the regional highway system approaches capacity at peak times, traffic sets into secondary rural roads that are not equipped or designed to accommodate high volumes of commuter traffic. Progressively, local streets and roads are moving towards a *Complete Street*

⁷ Includes all roadway needs: construction of new local roads, rehabilitation, and maintenance of the existing network

⁸ Source: Caltrans, 2015 Public Road Data

approach – focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

Local jurisdictions classify these facilities according to their function into one of following categories described below.

Arterials

Within urbanized areas, arterials provide access to major activity centers and accommodate pedestrian and bicycle use. Arterials usually have relatively high traffic volumes and travel speeds. Arterial streets have limited parking opportunities or parking is prohibited altogether.



Collectors

The collector street and road system primarily provides for vehicular, pedestrian, and bicycle movement between sub-areas within residential, commercial, and industrial neighborhoods.



Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle use. Collector streets typically have limited on-street parking opportunities.

Local Roads

The local street and road system primarily provides for vehicular, pedestrian, and bicycle movement. Moderate to high traffic volumes and low travel speeds are consistent with the highest level of pedestrian and bicycle use. Main streets have ample on-street parking opportunities for commercial use.

Private Roads

Private roads provide access from public roads to properties otherwise unconnected to the public road system. Private roads are also found in multi-family or condominium development projects. Usually, local jurisdictions require new private roads to meet the same standards as public roads, but in many cases older facilities do not meet minimum public standards. Private roads usually have low traffic volumes and travel speeds, and pedestrian and bicycling facilities are often missing.

PAVEMENT CONDITIONS, REHABILITATION, AND MAINTENANCE

Cities and Counties are responsible for over 85 percent of California’s roads. In the San Benito region, its network of roads is deteriorating under the weight of decades of underinvestment due to federal, state, and local funding deficiencies.

In 2018, the California Statewide Needs Assessment Project surveyed California’s 57 counties and 482 cities on the condition of local streets and roads infrastructure. It collected data on the amount and type of funding used to support the needs of pavement, essential component needs, and bridges. The condition of California’s local streets and roads has continued to deteriorate significantly since the initial study. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) is now 65 (“At Risk” category). Even more alarming, 53 of 58 counties are either at risk or have poor pavements. As shown in Figure 4-16, the San Benito region ranked one of eight counties in the State of California to have an average pavement condition of less than 49, significantly worse than the statewide average.⁹ The countywide average pavement condition index in San Benito is 37, which is a significant drop from 46 in 2016.

The San Benito region has a combined pavement rehabilitation and maintenance need of up to \$500 million, as illustrated in Figure 4-17. Figure 4-17 shows San Benito’s financial need when compared to the needs of the rest of the State of California.

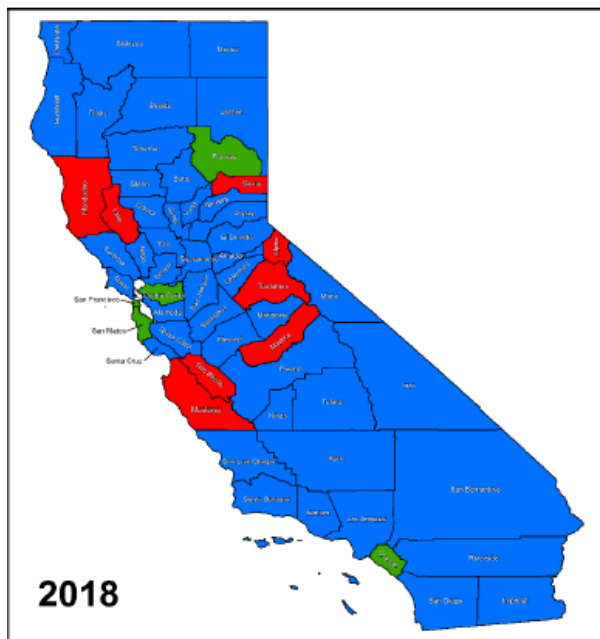


Figure 4-16: Pavement Conditions Index
Source: Statewide Needs Assessment, 2018

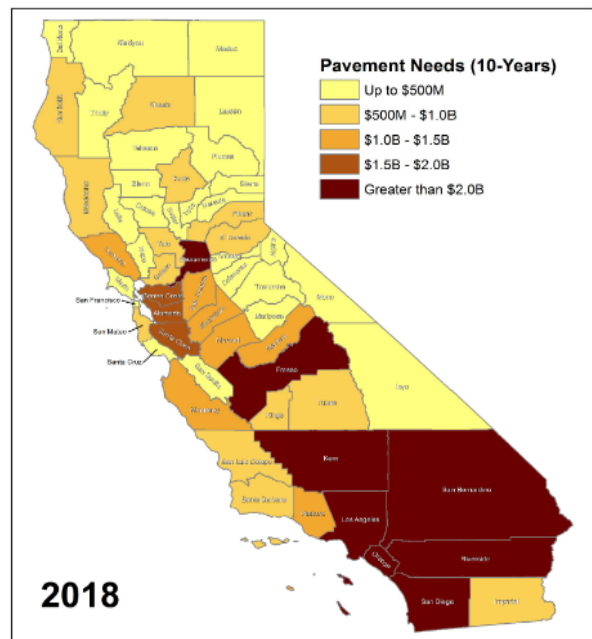


Figure 4-17: Pavement Conditions Index
Source: Statewide Needs Assessment, 2018

⁹ 2016 California Statewide Needs Assessment Project

Inadequate funding levels have impacted the ability for the local jurisdictions to provide adequate rehabilitation and maintenance of the existing roadway system, which also impacts the overall multi-modal transportation system. The Regional Transportation Plan's approach to addressing the San Benito region's local road rehabilitation and maintenance needs are address in Chapter 6: Investments in Our Transportation Future.

ACTIVE TRANSPORTATION

The overall funding need for the San Benito regional bicycle and pedestrian system exceeds \$32 million through the year 2045.

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Public Health Benefits

The benefits of Active Transportation have significant co-benefits for health. Projects such as bikeways or streetscape features encourage public health by developing active communities, resulting in lower healthcare costs. More recently the understanding of the relationship of transportation and health has been expanding to include a much broader range of community needs. One fundamental example is the way in which transportation can encourage physical activity, such as walking and biking, often referred to as active transportation. There is a demonstrated relationship between increased physical activity and a wide range of health benefits. Especially, considering that on a national, state, and local level, people are leading increasingly sedentary lives.

According to the 2011-2012 California Health Interview Survey (CHIS), only 18.2% of children in San Benito County age 5-17 reported engaging in regular physical activity in the last week (with a State rate of 20.8%) and 25.3% of adults engaged in regular walking in the past week. Lack of physical activity among young people, adults, and seniors is an increasing problem from a public health perspective. The 2011-2012 CHIS found that 57.9% of children in San Benito County age 12-18 were overweight or obese (with a State rate of 32.4%) and 41.2% of adults are obese (with a State rate of 24.8%).

The survey also found that 29.2% of adults reported having fair to poor health (with a State rate of 19.4%), 17.5% have been diagnosed with diabetes (with a State rate of 8.4%), and 32.3% have been diagnosed with high blood pressure (with a State rate of 27.3%). Over the years, the Council of Governments has made significant strides to make active transportation a fundamental part of the overall transportation system in San Benito County.



Figure 4-18: Healthy SBC Initiative Report Priority Outcomes
Source: 2014 San Benito County Department of Public

ACTIVE TRANSPORTATION PLANNING

Improving transportation infrastructure in ways that encourages walking and cycling is one of several effective ways to improve physical activity, decrease traffic collisions, and improve one’s health status. Transportation planning also has a tremendous impact on community health, safety, and neighborhood cohesion. For instance, health-focused transportation plans can help reduce the rate of injuries and fatalities from collisions. Some research suggests that there is a multiplier effect: when streets are designed to safely accommodate walking and biking, more people do so, and as more people walk and bike the rate of collisions actually goes down as pedestrians and bicyclists become more visible to motorists.

In addition, more people out walking and biking in a neighborhood has an important public safety benefit, as it means there are more “eyes on the street” to deter criminal activity. Taking this a step further, studies have shown that people who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors, visit their neighbor’s homes more often, and are less fearful of their neighbors. When streets are inhospitable to pedestrians and bicyclists, residents



Figure 4-19: Intersection of SR 25 and Tres Pinos Road

Source: Council of *San Benito* County Governments

do not feel safe walking or biking to nearby transit and their ability to access regional educational and employment opportunities is hampered. In short, improving traffic safety results in better public health beyond simply reduced injuries and fatalities.

The Council of Governments (COG) has an adopted Bikeway and Pedestrian Master Plan. The Plan provides a blueprint for making active transportation an integral part of the daily life in the San Benito region. The Plan proposes 140.16 miles of designated trails, lanes, and routes that can be used to conveniently access major employers, shopping centers, and schools throughout the San Benito region.

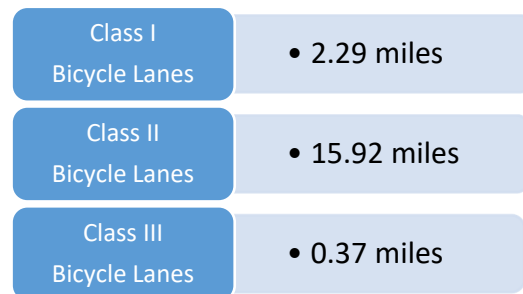


Figure 4-20: Bicycle Lanes in San Benito County

Source: San Benito Bikeway & Pedestrian Master Plan

The Master Plan is significantly important when nearly 33% of the San Benito Countywide population is under the age of 18 and generally would not have access to a vehicle for personal use.¹⁰ The San Benito region is also making local strides to include bicycle and pedestrian facilities in all roadway projects and proposed new developments, where appropriate.



**33% OR 1/3 OF SAN
BENITO COUNTY
RESIDENTS ARE
UNDER THE AGE OF 18**

The California Department of Transportation (Caltrans) also has an adopted State Bicycle and Pedestrian Plan that support active travel through objectives, strategies, and actions. This direction continues support for the recent trend of increasing bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health.

¹⁰ City of Hollister Downtown Strategic Plan, 2007

Bicycling Facilities

Like many rural communities throughout the United States the San Benito region is experiencing resurgence in bicycling as a means of transportation. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public and offer recreational activity for people of all ages. Recent national and local surveys find that more people are willing to bicycle more frequently if better facilities are available.



Figure 4-21, San Benito River Parkway Trail

Source: Council of San Benito County Governments

As illustrated in Figure 4-20, the bicycle network in the San Benito region is modest and consists of 13.21 miles. There are approximately 2 miles of Class I bike lanes and 15 miles of Class II. Existing Class I bike lanes often parallel arterial roadways. Existing Class II bike lanes are on urban roadways, often on arterial streets. There are no existing Class IV bike routes in the region. Figure 4-22 illustrates examples of the primary bike lane classifications. Figure 4-23 depicts the current and proposed bicycle lanes.

Progress is being made at the local level to incorporate active transportation supportive facilities in a proactive manner as opposed to reactive. As development occurs, future bicycle connections are being incorporated as part of roadway network in an effort to integrate Complete Street concepts. The Complete Streets movement aims to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel. Complete Streets makes active transportation, such as walking and bicycling convenient and economically viable as well as provide increased access to employment centers, commerce, and educational institutions.

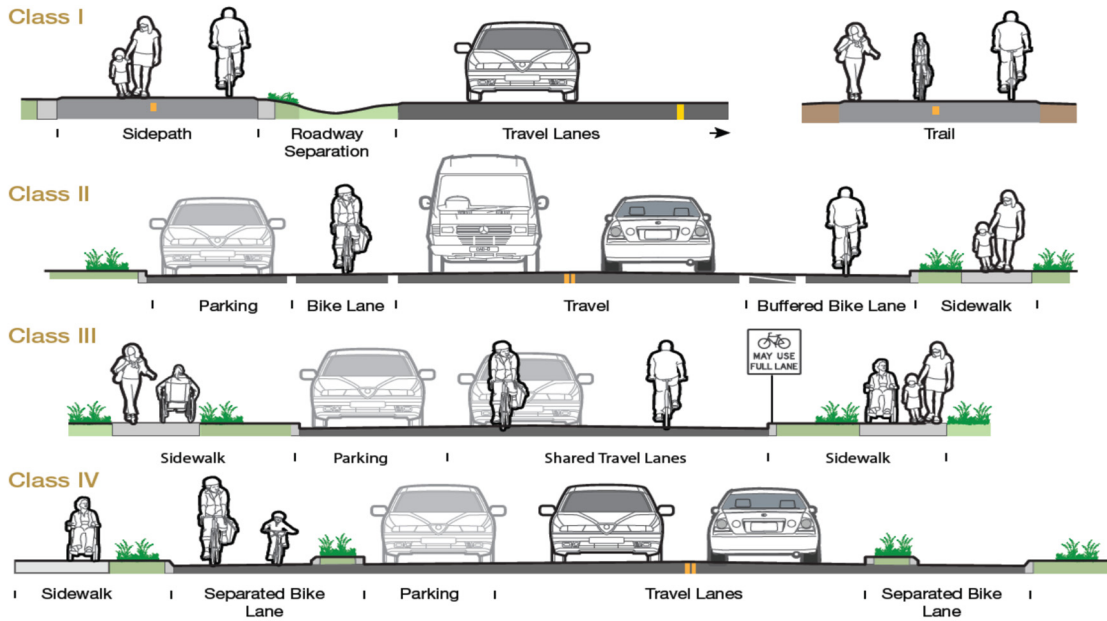


Figure 4-22: Caltrans Bicycle Facility Classifications
 Source: California Bicycle and Pedestrian Plan, 2017

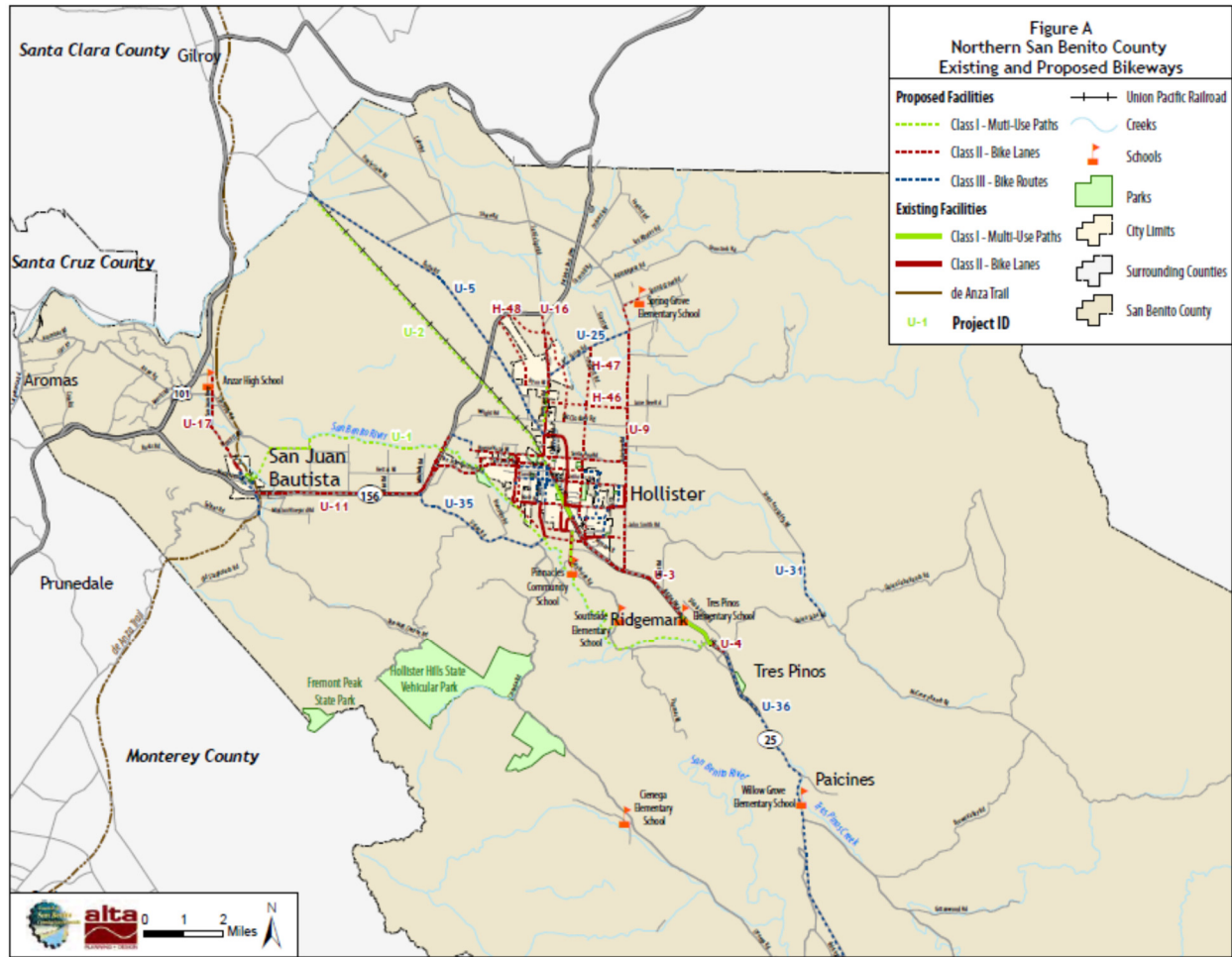


Figure 4-23: City of Hollister Existing and Proposed Bikeways

Source: 2009 San Benito County Bikeways and Pedestrian Master Plan



Figure 4-24: City of Hollister Existing and Proposed Bikeways

Source: 2009 San Benito County Bikeways and Pedestrian Master Plan

Bicycle Safety Education Programs

Education is an important element for increasing bicycling while also improving safety. There is a need for proper education of both youth and adult bicyclists and motorists.

San Benito County Safe Routes to School efforts aim to improve the health of kids and the community by making walking and bicycling to and from school safer, easier, and more enjoyable. Safe Routes to Schools uses education and incentives to encourage walking or riding a bicycle to and from school.

The Council of Governments has made great efforts to encourage walking and bicycling within the San Benito region. Specifically, by implementing various Safe Routes to School focus programs and projects, including:

- Bike-to-School Day - Free breakfast, peer support, and prizes. By encouraging students to safely ride to and from school, the event strives to reduce childhood obesity, traffic at school sites, and greenhouse gas emissions, and encourage long term bicycling habits.
- Helmet Fitting Program - The Council of Governments partners with the Safe Kids Coalition of San Benito County to distribute free helmets and educate children of all ages on the importance of wearing a helmet correctly, and at all times, while riding a bicycle, skateboard, or scooter.
- Safe Kids Coalition - The Council of Governments also serves as a member of the Safe Kids Coalition of San Benito County, whose mission is to prevent accidental death and injury to children ages 18 years and under, accomplished through the collaborative efforts of community partners.

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Figure 4-25, COG Staff as Members of the Safe Kids Coalition Conducting Helmet Fittings

Source: Council of Governments

Pedestrian Facilities

Complete Streets recognize that people who travel by foot are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. Sidewalks can minimize the dangers of weather conditions, tripping hazards, and public health concerns. Sidewalks elevate the individual from storm and stagnant waters along roadways that can collect debris or bacteria. There are numerous places within the San Benito region where sidewalks do not exist or end abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway or may cause pedestrians to cross at undesignated crossing locations.

Priority locations for sidewalks were identified as part of the Council of Governments' Bicycle and Pedestrian Master Plan, Figure 4-26.



Figure 4-26: Sidewalk Gaps, Hollister, and San Juan Bautista
Source: 2009 San Benito County Bikeways and Pedestrian

Encouraging active transportation, such as bicycling and walking, in turn, helps achieve healthy communities. These programs employ a powerful public health framework for creating healthier environments. The Council of Governments, its local jurisdictions and partner agencies recognize that making the healthy choice the easy choice is a sure route to success in promoting healthier behavior.

PUBLIC TRANSIT SYSTEM

The overall funding need for the San Benito regional transit system exceeds \$256 million through the year 2045.

San Benito County’s transit system includes an extensive network of services and options providing a viable alternative to auto travel. The San Benito County Local Transportation Authority is responsible for the administration and operation of public transportation services in the County provided by County Express and Specialized Transportation services. The Authority was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito in 1990.

Public transit services support essential service needed by many community members to maintain a minimum standard of living. It also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.



Figure 4-27: County Express Riders

Source: Council of San Benito County Governments

Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transportation service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility, but seek options to the automobile.

Community Demographics

Transit services provided by County Express and Specialized Transportation Services are vital to the mobility of the County’s residents. These two public transit services allow dependent residents, such as seniors and youth, to make lifeline trips, such as: transportation to medical services, social services, and education.

The Area Agency on Aging for San Benito and Santa Cruz Counties reported that in 2016 the population over the age of 60 in the San Benito region, increased by 20.5% since 2011. Notably, seniors 65+ are the fastest growing age group in California and the United States. Of the people currently living in the San Benito region, up to 43% of the population may merit special transportation services because of their potential inability to drive due to age, disability, or income status.

Based on the 2010 U.S. Census, of the total population in the region 10% are 65 years of age or older. Another transit dependent group are the youth demographic. In the San Benito region, one-third (29%) of its residents are 17 or under, as illustrated in Figure 4-28.

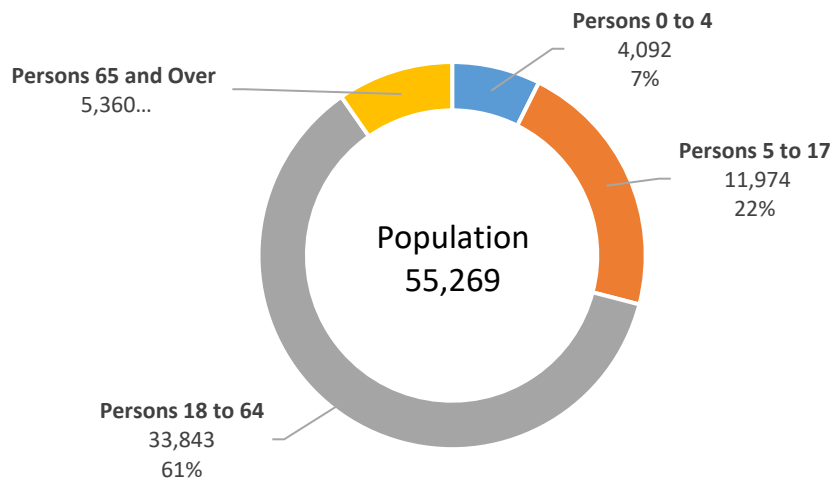


Figure 4-28: Age Groups in the San Benito Region
Source: US Census, 2010

Given this information, it is crucial to continue to operate a transit system that meets the needs of those who are most dependent on the systems as their primary mode of travel.

Overview Of The Transit System

County Express

In the Fall of 2021, the Local Transportation Authority (LTA) revamped its transit services, partly stemming from the impacts of COVID-19 on public transit. The LTA replaced its County Express Fixed Route service with an improved County Express On-Demand service. In addition, the LTA launched a County Express Tripper service to compliment the On-Demand service during peak travel demand associated with local school bell schedules. Other County Express services include a Americans with Disabilities Act Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride. As of August 2021, the County Express fleet included 20 vehicles. All vehicles are ADA compliant and equipped with wheelchair lifts/ramps and bicycle racks. The Local Transportation Authority contracts with a private operator for management, dispatchers, trainers, and drivers of its County Express transit service. A summary of each service is further described below.

On-Demand

This first of its kind service integrates technology with a demand responsive transit solution to provide riders with further access to jobs, healthcare, and more. On-Demand is a cur b-to-curb service that offers flexible routing and scheduling, extending the accessibility of public transit service within the City of Hollister.

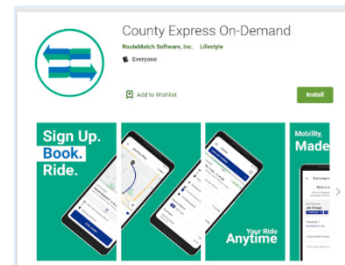


Figure 4-29: On Demand APP
Source: COG

Tripper Service:

The Tripper Service is an added bus service offered during peak student travel times—the general public may also ride. Seating availability is on a first-come, first-serve basis.



Figure 4-30: On-Demand Service Map
Source: COG

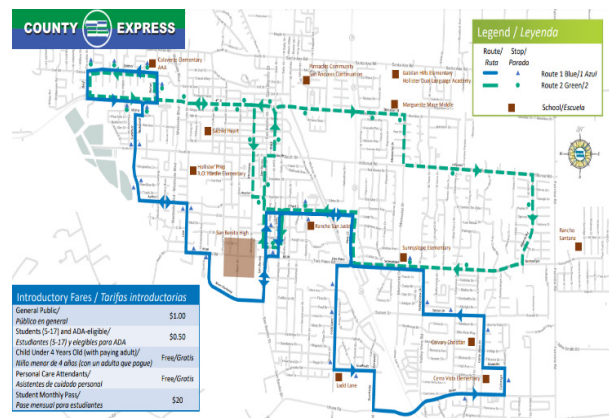


Figure 4-31: Tripper Service Map
Source: COG

Dial-A-Ride

County Express transit system provides Dial-a-Ride service to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m., and on weekends 9:00 a.m. to 3:00 p.m. Reservations for the Dial-A-Ride may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible for the service as determined by the Authority. The service is for individuals who are not able to access Tripper+ due to a physical or cognitive disability and have trips that begin or end in a location less than $\frac{3}{4}$ mile from a Tripper bus stop. Reservations for the Paratransit service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Intercounty

County Express' Intercounty routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College has limited schedule when school is not in session. There are early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services. Service to the Greyhound station operates on Saturday and Sunday from 7:30 a.m. to 6:00 p.m.

Specialized Transportation Services

According to the 2010 U.S. Census, 10 percent of the total county population is aged 65 or older.¹¹ Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers.

The Authority contracts with Jovenes de Antaño (Youth of Yesteryear), a local non-profit organization that has been providing specialized transportation services in San Benito County since 1990. Specialized services include Out of County Non-Emergency Medical Transportation, Medical Shopping Assistance Transportation, and Senior Lunch Transportation Program. These services are beyond the



Figure 4-32: Specialized Transportation Services Driver
Source: Jovenes de Antaño

¹¹ U.S. Census, San Benito County

requirements of Americans with Disabilities Act. They provide escort services, door-through-door, and minor translation services. The coordination effort between Jovenes de Antaño and the Authority allows for efficient, affordable, and reliable service for this critical need in the community of San Benito County.

In order to meet public demand, the Authority is always looking toward generating revenue through various grants to help fund transit. Some examples of past services that were funded through grants to the Authority include:

- Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study
- Expansion of Intercounty Services
- Transit Internship Program
- Short-Range and Long-Range Transit Plan
- Bus Stop Improvement Plan
- Intelligent Transportation Systems Plan
- Various vehicle, bus stop, and infrastructure projects

As an ongoing effort to coordinate public transportation services and resources in the San Benito region, AMBAG in partnership with the Authority and other regional transit agencies developed a comprehensive strategy for public transportation service. The Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan identifies the current transit needs of individuals with disabilities, older adults, and individuals with limited incomes, and outlines strategies for meeting these needs. The Coordinated Plan can be found on the AMBAG website, www.AMBAG.org.

The Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living. It also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes. Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transportation service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility, but seek options to the automobile.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

The overall funding need for the Transportation System Management and Transportation Demand Management exceed \$9 million through the year 2045.

Transportation System Management (TSM)

Transportation System Management (TSM) strategies increase the efficiency of the existing transportation system and reduce the need for costly system expansion. Transportation System Management strategies often use Intelligent Transportation System technologies. These measures include signal synchronization, ramp metering, “at-speed” truck scales “weight in motion”, and 511 traveler information systems. Strategic application of Intelligent Transportation System technology on our transportation system can increase system productivity by as much as 5%.

How can Intelligent Transportation Systems (ITS) help?

As transportation funds become more limited and travel demands increase, we need to find ways of maximizing the use of our existing transportation systems. Efficiently use our initial transportation investment.

The California Department of Transportation (Caltrans) implemented a statewide effort to develop Corridor System Management Plans for corridors funded under the Corridor Mobility Improvement Account. This integration of transportation planning and operations seeks to maintain over the long term, through identification of multimodal, operational, and minor capacity enhancements, the mobility benefits gained from major corridor projects.

Another form of Transportation System Management is Intelligent Transportation Systems, which involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire surface transportation system. The Central Coast Coordinating Group, which is composed of various transportation agencies in the Monterey Bay Area, coordinated with Caltrans to develop the Central Coast Intelligent Transportation Systems Implementation Plan. The short and long-range projects will help local agencies develop new products that will help each agency to better implement, operate, and maintain their Intelligent Transportation Systems projects. The Regional Transportation Plan is consistent with the Regional Performance Architecture Plan.

The San Benito County region continues to implement Intelligent Transportation Systems application in various transportation projects when feasible.

The Central Coast Intelligent Transportation Systems Implementation Plan included various projects, such as:

- Traffic signal control (signal timing, synchronization, and central control)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems, APPS)
- Smart Motorist Aid Call Boxes

Call boxes help motorists in distress by providing a direct connection to a California Highway Patrol communications center. The motorist-aid system operates along major roadways throughout the State. The programs are administered at the county level by local Service Authorities for Freeways and Expressways (SAFEs).

In 1998, the Council of Governments established the San Benito County Service Authority for Freeways and Expressways (SAFE) to administer the \$1 vehicle registration fee collected by the Department of Motor Vehicles for maintaining an Emergency Call Box Program in San Benito County. San Benito SAFE currently maintains 40 call boxes in region, Figure 4-33 and 4-34.

Call box usage in San Benito County has remained steady over the past few years. Call box usage trends for the year typically show a decrease in calls during the winter months as people tend to travel less. Although cell phone usage is becoming more prevalent, it is still important to maintain this program because of the rural nature of San Benito County as there are areas with little to no cell phone service. Most recently, San Benito SAFE installed four call boxes in south San Benito County at the request of the California Department of Forestry due to the lack of cell service in the area.

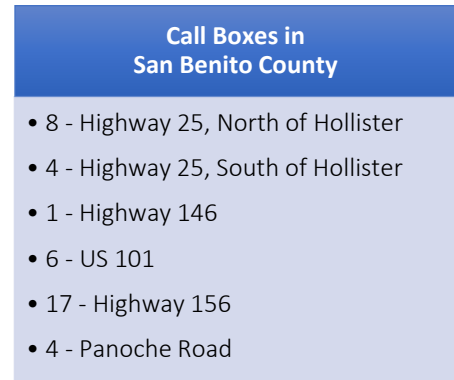
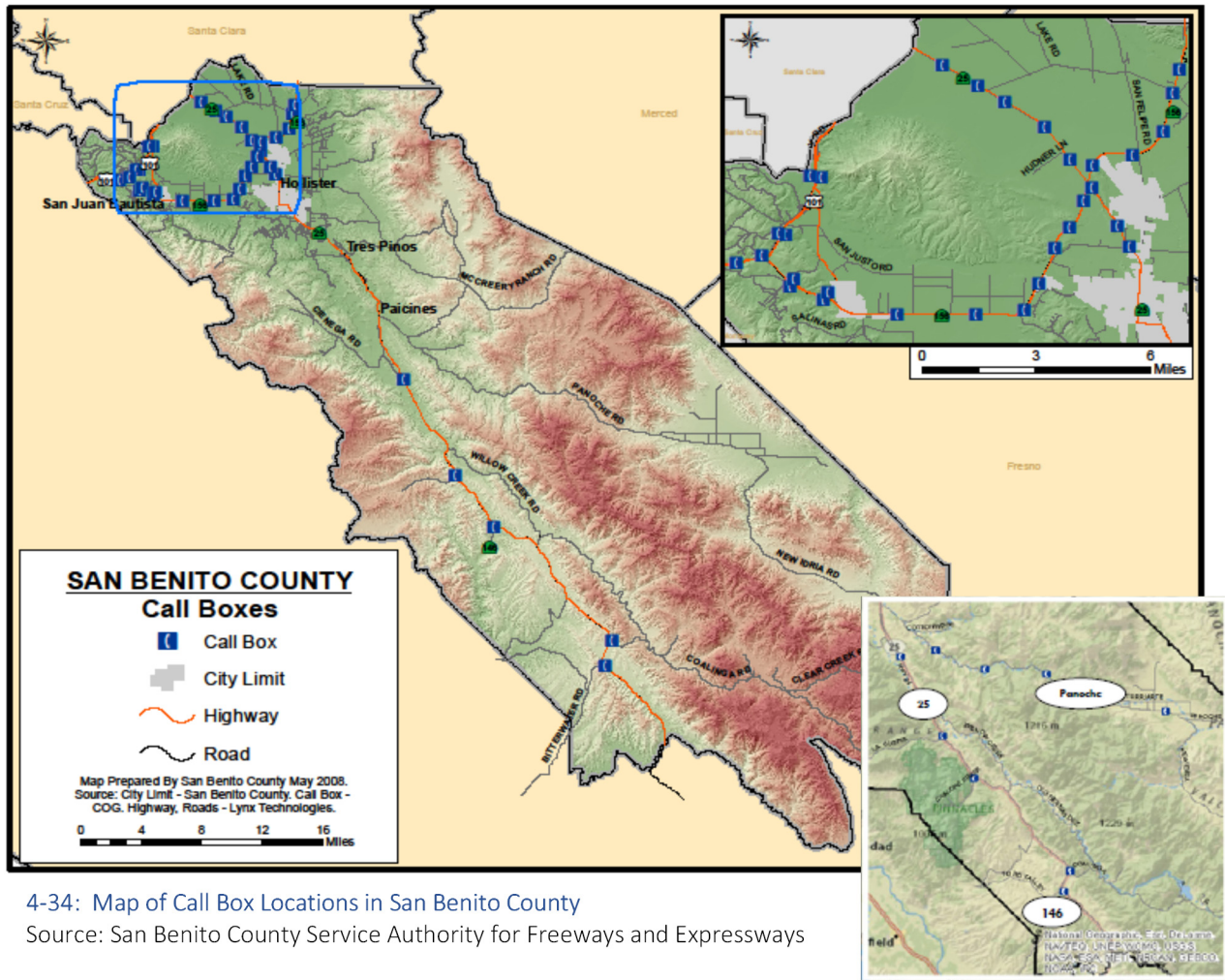


Figure 4-33 Call Box Locations

Source: San Benito SAFE



4-34: Map of Call Box Locations in San Benito County

Source: San Benito County Service Authority for Freeways and Expressways

Transportation Demand Management (TDM)

Transportation Demand Management or TDM refers to policies and strategies that aim to reduce travel demand, particularly single occupant vehicles, or to redistribute that demand to off-peak times. Reducing the demand for single occupant vehicle trips and shifting those trips to carpools, bicycles, pedestrians, and transit trips are ways to reduce congestion and make more efficient use of the existing transportation system.

Park-And-Ride Lots

San Benito County currently has two park-and-ride lots serving area commuters. One location is at the intersection of U.S. 101 and SR 156 near Searle Road. The Council of Governments, in partnership with the County of San Benito and Caltrans, are exploring funding opportunities to upgrade this location to include repaving and parking space reconfiguration to allow maximum rideshare use, electric vehicle charging stations, improved lighting (solar), ADA emergency call box accessibility, vanpool



Figure 4-35: SR 156 / SR 101 Park-and-Ride Lot

Source: Council of Governments

priority parking, and serve as a possible future transit pick-up/drop-off location. Perfectly situated at the U.S. 101 and SR 156 junction, the park-and-ride lot has the potential to improve multimodal opportunities that improve the use of alternative modes other than the single occupancy motor vehicle. The other park-and-ride location is in Hollister at the intersection of Hillcrest Road and Memorial Drive; this location also serves as a County Express transfer point for commuter transit service to Gilroy.

Ridesharing

The Council of Governments has provided ridesharing services to San Benito County residents since 1987. The goal of the Rideshare Program is to help commuters traveling to or from San Benito County use alternatives to driving alone. The Rideshare Program helps improve air quality by encouraging shared vehicle use, and the use of other modes of transportation as alternatives to the single-occupant vehicle.

As a resource to commuters, San Benito Rideshare partners with the Bay Area's Metropolitan Transportation Commission (MTC) for use of its 511 Ridematch Database. The database contains registered individuals in the region that use carpool and vanpool ride matching services. After registering in the 511 database, registrants can see if there are others with a similar commute. If

schedules align, a carpool can be formed; if there are a large number of people commuting to the same location, a vanpool could be formed.

Regional Vanpool Program

The Council of Governments administers a commuter Vanpool Program, which is designed to help residents save money to reduce traffic congestion, and to make the commute to/from work more pleasant by providing affordable shared transportation. The Vanpool Program fleet consists of four 15-passenger vehicles that are leased to commuters traveling to and from San Benito County.

Calvans

CalVans is a state-wide Vanpool Program that includes vanpools tailored to meet the needs of commuters, plus some vans especially designed for farm workers. CalVans is sponsored by the California Vanpool Authority.

Commuter Rail Program

Although there is no direct commuter rail service from San Benito County to Santa Clara County, County Express provides Intercounty shuttle service to connect commuters to Caltrain services available in Gilroy. The California High Speed Rail Authority has a planned route that is proposed to go through northern San Benito County as it connects the Bay Area with the Central Valley and Los Angeles. Although there is no planned stop within San Benito County, one stop is anticipated in Gilroy. The primary rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County.

In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor. State Route 25 in northern San Benito County is highly congested during commute hours due to the many residents commuting into Santa Clara County. The Study was completed in 2020, and it included stakeholder participation, feasibility analysis of public transit network expansion projects, implementation strategies, project cost estimates, and the identification of potential funding strategies and sources. Specifically, the study identified three congestion relief concepts for Highway 25, including:

1. Bus-On-Shoulder would improve Highway-25 to enhance the shoulders to accommodate buses, allowing them to by-pass traffic congestion, making the service more convenient for commuters looking for a faster, less stressful trip.
2. Bus-Beside-Rail would provide a new facility exclusive for buses beside the rail corridor.
3. Passenger rail service would include a new rail station in the City of Hollister with train service to the Gilroy station, directly connecting with Caltrain.

OTHER REGIONAL TRANSPORTATION PROGRAMS

The overall funding need for the “other” category of projects exceeds \$73 million through the year 2045.

Aviation Services And Ground Access

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several private landing strips throughout the County.

In San Benito County, agricultural producers, fire fighters, and emergency medical services all depend on the use of the local airports for various purposes. Private aircraft users also use these aviation facilities for commercial and recreational uses. The land uses surrounding the Hollister Municipal Airport are varied and include open space, agricultural uses, and industrial/commercial development.

In order to promote compatibility between the land uses surrounding the Hollister Municipal Airport and Frazier Lake Airpark, the San Benito County Airport Land Use Commission guides itself by the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, respectively. The Compatibility Plan and the Comprehensive Land Use Plan seek to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to keep aircraft operational areas free from obstructions or activities that may impact aircraft navigation. The San Benito County Airport Land Use Commission is made of members of the Council of San Benito County Governments Board of Directors.



Figure 4-36: Hollister Municipal Airport
Source: Hollister Municipal Airport Master Plan

Hollister Municipal Airport

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to SR 156 and is owned and operated by the City of Hollister. The Management Services Director is responsible for the operation, maintenance, and management of the airport. A seven-member



Airport Advisory Commission provides recommendations on the policies and long-range plans for the Hollister Municipal Airport to the City Council.

The facility is a general aviation airport and is included in the National Plan of Integrated Airport Systems. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. Annual aircraft operations are estimated at 53,000.

Hollister Municipal Airport has two intersecting runways. Runway 13-31 is aligned in a north/west prevailing wind direction with winds commonly out of the northwest. The crosswind runway, Runway 6-24, is aligned east/west. Both runways have lighting systems for night operations.

Runway 13-31 is the longest runway at the airport with a length of 6,350 feet. Additionally, it is the only runway served with a straight-in instrument approach. Runway 13-31 is equipped with a localizer performance with vertical guidance instrument approach, with visibility minimums of 1¼ mile and a decision altitude of 553 feet Mean Sea Level (323 Above Ground Level). Large aircraft, such as business jets and Cal Fire aircraft, almost exclusively use Runway 13-31.

Runway 6-24 is 3,150 feet in length and 100 feet wide. Runway 6-24 is a visual approach runway. As a crosswind runway, Runway 6-24 allows aircraft, particularly smaller aircraft which are susceptible to strong crosswinds, to safely land and depart the airport when wind conditions do not favor 13-31. Local weather patterns indicate that winds are out of the northwest in the morning, favoring Runway 13-31. In the afternoon, winds shift and blow out of the west, favoring Runway 6-24.

The City of Hollister has made continual improvements to address the future needs of the Hollister Municipal Airport. The Hollister Municipal Airport, in cooperation with the Federal Aviation Administration (FAA) and the State, is continuing to bring the facility into the 21st century. This will allow increased air cargo traffic, including air-training centers for pilots and mechanics, plus support additional air tourism traffic to the area.

Frazier Lake Airpark

Frazier Lake Airpark is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately-owned and operated by the Frazier Lake Airpark Corporation. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long. The airport does not have an airport traffic control tower and no published instrument approach procedures. Approximately 90 aircraft are based at the airport, with tie-downs being the only service available.

Regional Airports

San Jose International Airport is a major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. Primary access to San Jose International Airport is via SR 25, 156, and U.S. 101.

Monterey Peninsula Airport is a smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. Primary access to Monterey Peninsula Airport is via SR 156 and U.S. 101.

The airports service the needs of agriculture, tourism, government, and other business interests throughout the region. Almost 50% of the total air trips to the area through the regional airports are specifically for business purposes while another 40% of those trips are for tourism.