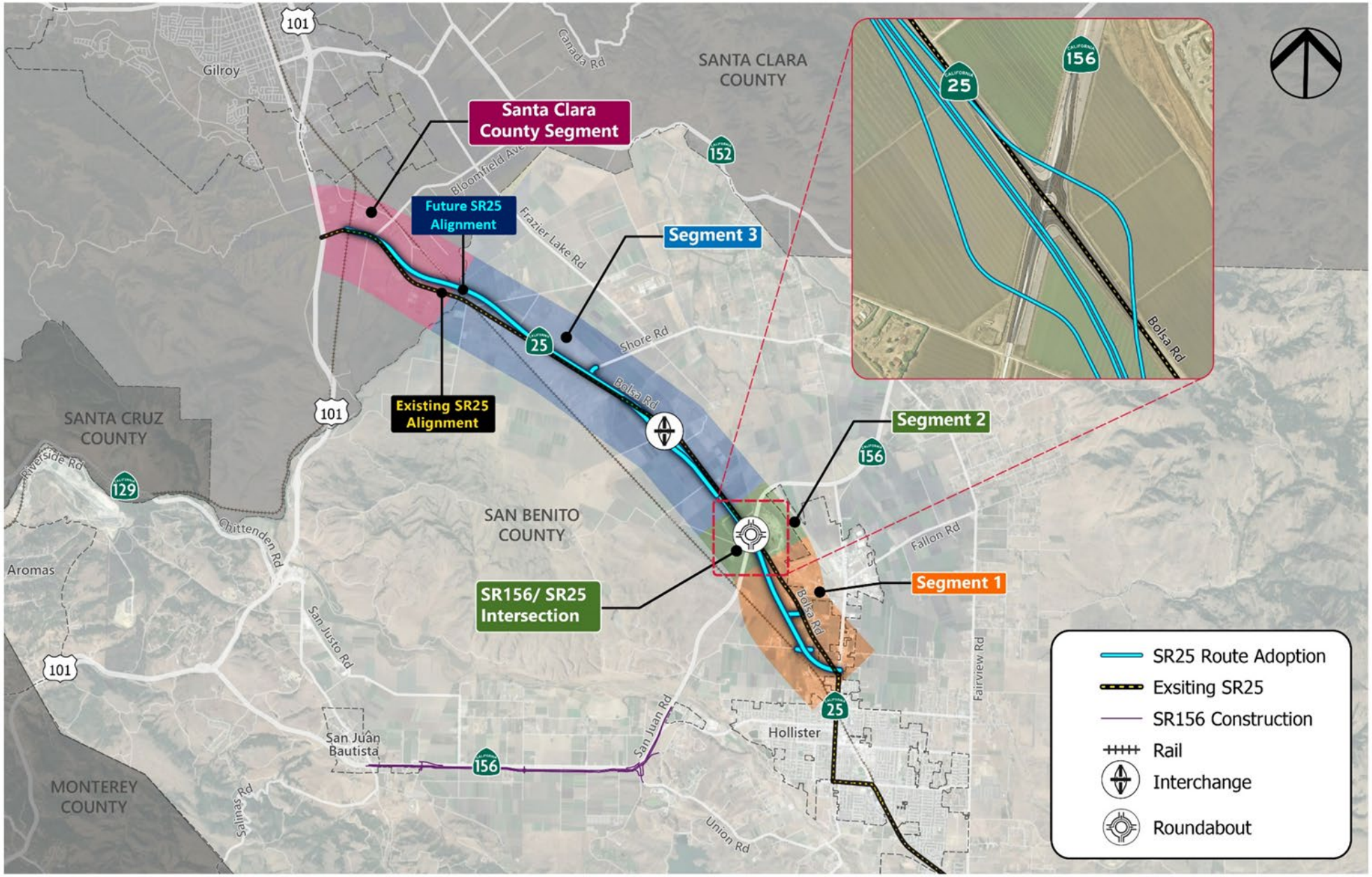
State Route 25 Improvement Project Range of Alternatives

SBCOG
Council of San Benito County Governments

Caltrans

Valley Transportation Authority


Santa Clara County Segment
Future SR25 Alignment
Existing SR25 Alignment
Segment 3
Segment 2
Segment 1
SR156/ SR25 Intersection
SANTA CLARA COUNTY
SANTA CRUZ COUNTY
SAN BENITO COUNTY
MONTEREY COUNTY
Gilroy
Aromas
San Juan Bautista
Hollister
Bolsa Rd
Shore Rd
Frazier Lake Rd
Fallon Rd
Fairview Rd
San Juan Rd
Union Rd
Chittenden Rd
San Justo Rd
Riverside Rd
Salinas Rd
Ganada Rd
Bloomfield Ave
101
25
156
152
129
SR25 Route Adoption
Exsiting SR25
SR156 Construction
Rail
Interchange
Roundabout

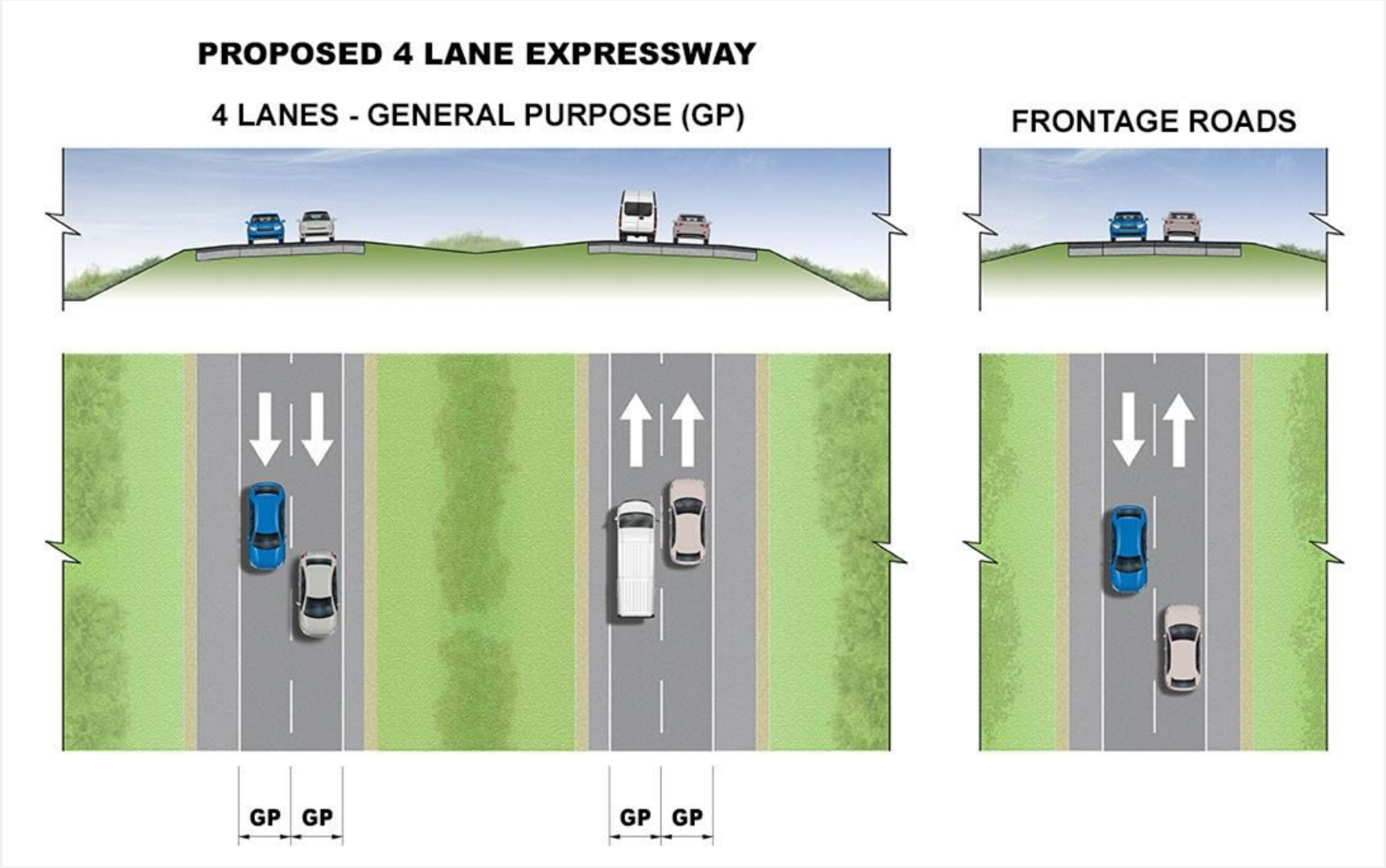
Alternatives

Alt.	Name	Var.	Design Option	Description
2	4 Lanes (New Alignment)	2	4 Lane Expressway	4 Lanes General Purpose (GP)
		2a	Managed Lane - High Occupancy Vehicle (HOV)	2 Lanes GP; 2 Lanes HOV
		2b	Managed Lane - High Occupancy Toll (HOT)	2 Lanes GP; 2 Lanes HOT
		2c	Managed Lane – Busway	2 Lanes GP; 2 Lanes Transit Only
3	3 Lanes (New Alignment)	3	Reversable General Purpose Lane	2 Lanes GP; 1 Lane Reversible GP
		3a	Reversible HOV Lane	2 Lanes GP; 1 Lane Reversible HOV
		3b	Reversible HOT Lane	2 Lanes GP; 1 Lane Reversible HOT
		3c	Reversible Busway	2 Lanes GP; 1 Lane Reversible Transit Only
4	2 Lanes (New Alignment)	4	2 Lane Expressway	2 lanes GP
		4a	2 Lane Expressway with Bus-on-Shoulder	2 lanes GP with Bus on Shoulder
5	2 Lane Transit Only Busway on New Alignment			
6	1 Lane Reversible Transit Only Busway Beside Rail Corridor*			
7	Passenger Commuter Rail Service on Union Pacific Hollister Branch Line*			

*SBCOG is Lead

Alternative 2: 4-Lane Expressway

- 4-lane controlled access expressway on a new alignment
- Interchange at SR 25/ SR 156
- Existing route becomes 2-lane frontage road
- Capital Cost: TBD



Alternative 2: 4-Lane Expressway (continued)

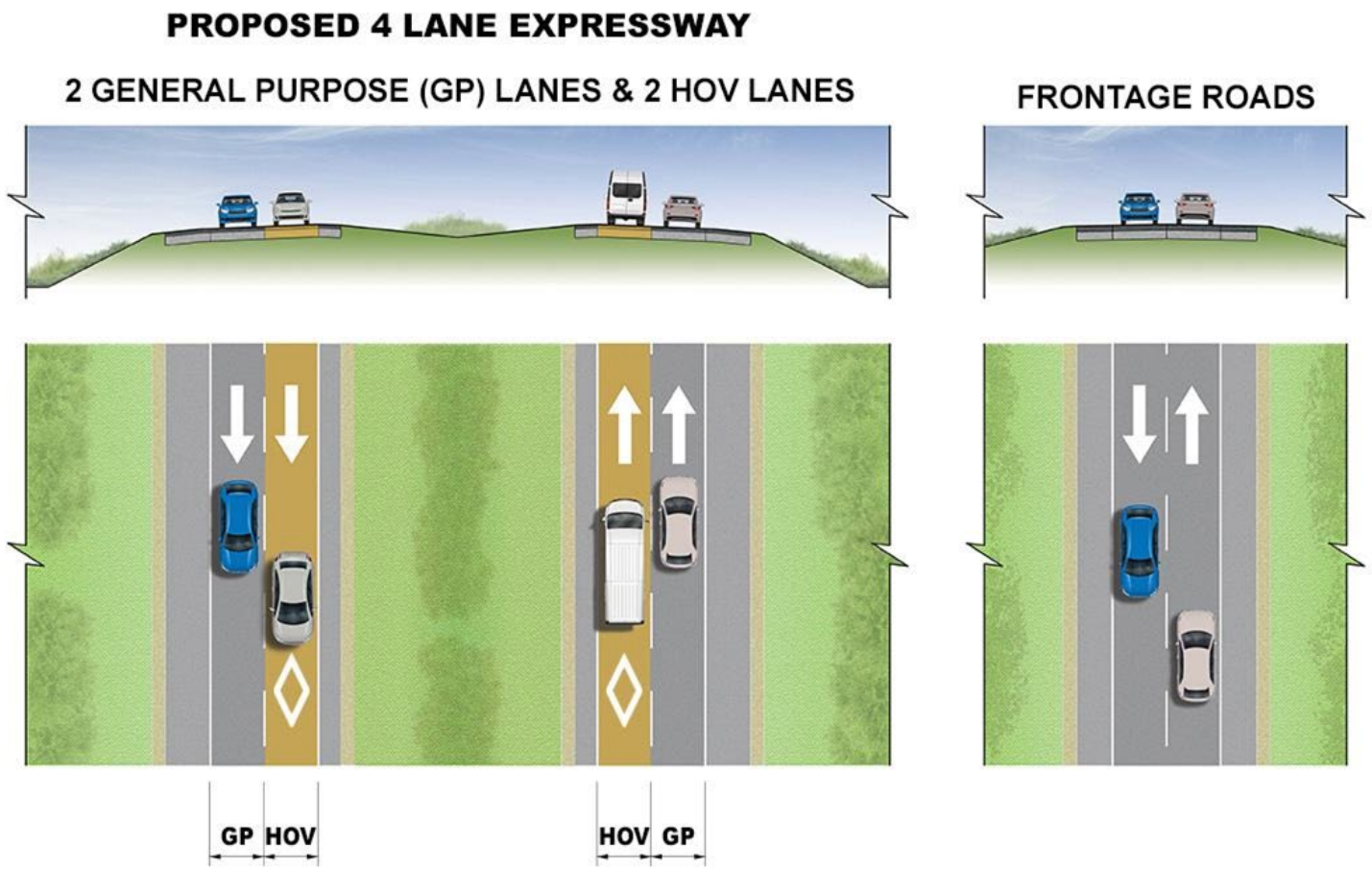
Safety	System Reliability	Environmental	VMT Impact	Property Impacts
Pro: • Removes at-grade intersections at Highway 156 & railroad crossing. • Reduces and consolidates access points (driveways) to the expressway. • Removes 5 at-grade intersections at public roads. • Old alignment becomes a frontage road (significantly lowering speeds for the local community) • Reduces serious and fatal injuries. • Improves safety on local roads due to less diversion. **Con:** • Few existing at-grade intersections to remain	**Pro:** • Improved travel time • Improved emergency network • Improved network resiliency • Improved goods movement • Reduces traffic diversion onto local roads. **Con:** • Some out-of-direction travel for locals due to driveway consolidation	**Pro:** • Expanding a road on the existing alignment has potential for more enviro. impacts **Con:** • Agricultural land impacts	**Pro:** • Reduced diversion • Potentially improves throughput for transit headways **Con:** • Potential for significant induced demand from adding 2 new lanes	**Pro:** • Low residential impacts. • Low commercial impacts. • Low utility impacts **Con:** • Agricultural land impacts

Alternative 2a: Managed Lane (HOV)

- 4 lanes with managed lanes on new alignment.. Managed lane (HOV) on the left and a general-purpose lane on right for each direction.
- Option for part-time (peak periods) or fulltime (24/7) managed lane.
- Existing route becomes 2-lane frontage road.
- Interchange at SR 25/SR 156
- Capital Cost: Similar to Alt 2

Considerations:

- Benefits for HOV and express buses.
- May require jug-handle intersections - Additional area would be needed.
- Possibility of safety benefit with left turn removal.
- Increased operational improvement because there would be no left-hand movement.
- Potential use of HOV lane for express buses.

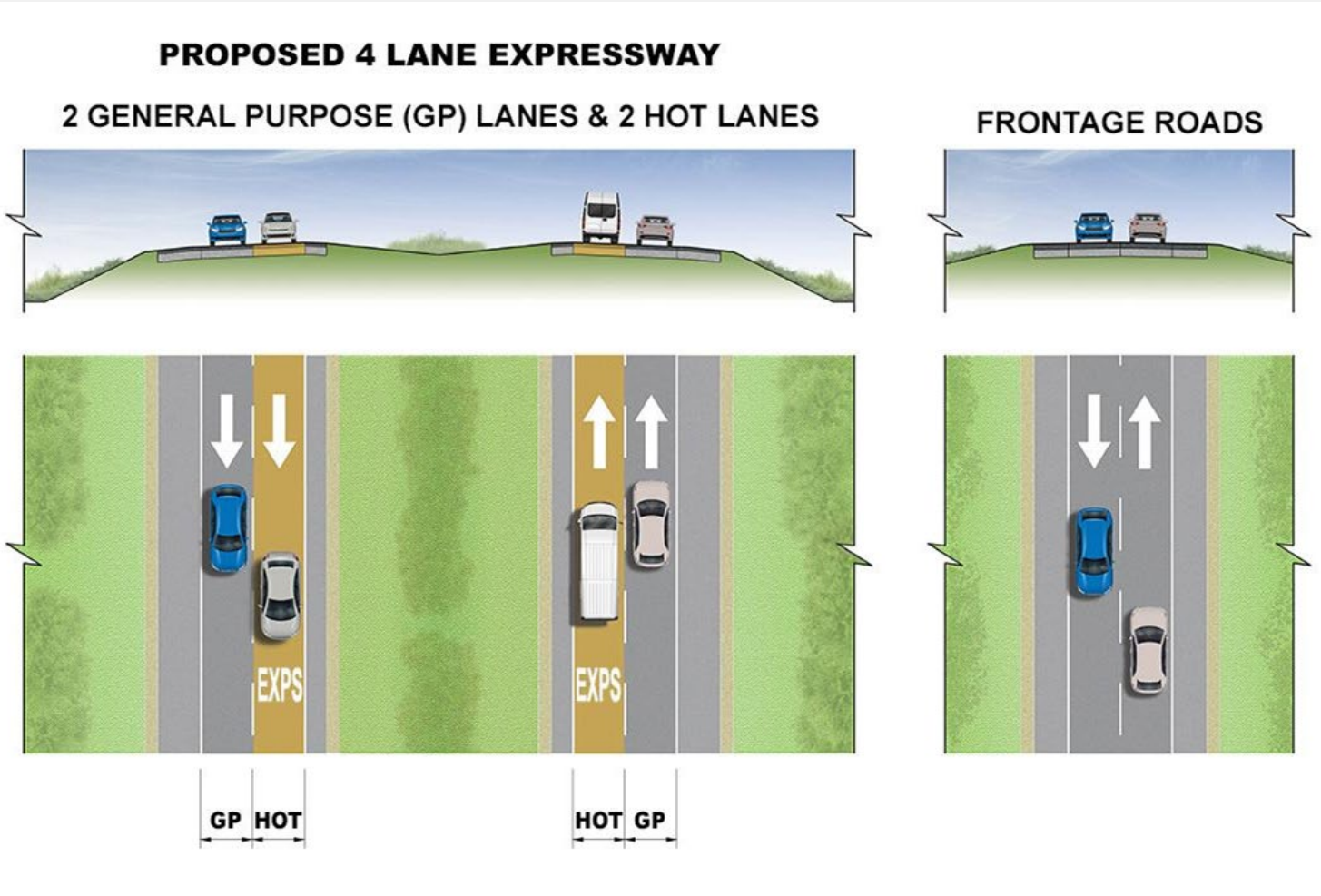


Alternative 2b: Managed Lane (HOT)

- 4 lanes with managed lanes. Managed lane – high occupancy toll (HOT) on the left and a general-purpose lane on right for each direction.
- Option for part-time (peak periods) or fulltime (24/7) managed lane.
- Existing route becomes 2-lane frontage road.
- Interchange at SR 25/SR 156
- Capital Cost: Similar to Alt 2

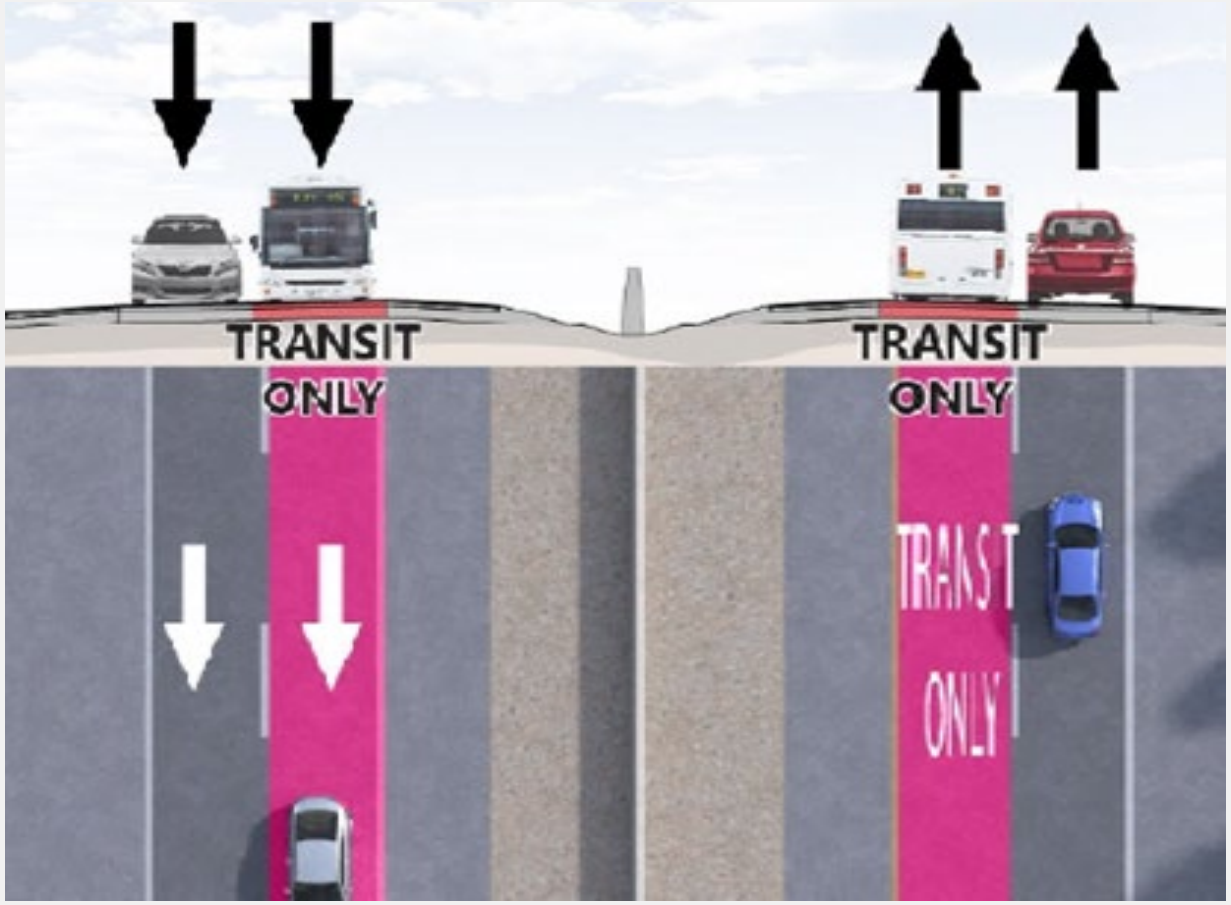
Considerations:

- May require jug-handle intersections - Additional area would be needed.
- Additional supplemental study maybe be necessary to study tolling in detail
- Possibility of safety benefit with left turn removal.
- Increased operational improvement because there would be no left-hand movement.
- Potential use of HOT lane for express buses.



Alternative 2c: Managed Lane (Transit Only)

- 4 Lanes with managed lanes. Managed lane (Transit-only) on the left and a general-purpose lane on right for each direction.
- Operates as a full-time (24/7) managed lane
- Existing route becomes 2-lane frontage road.
- Interchange at SR 25/SR 156
- Capital Cost: Similar to Alt 2



Considerations:

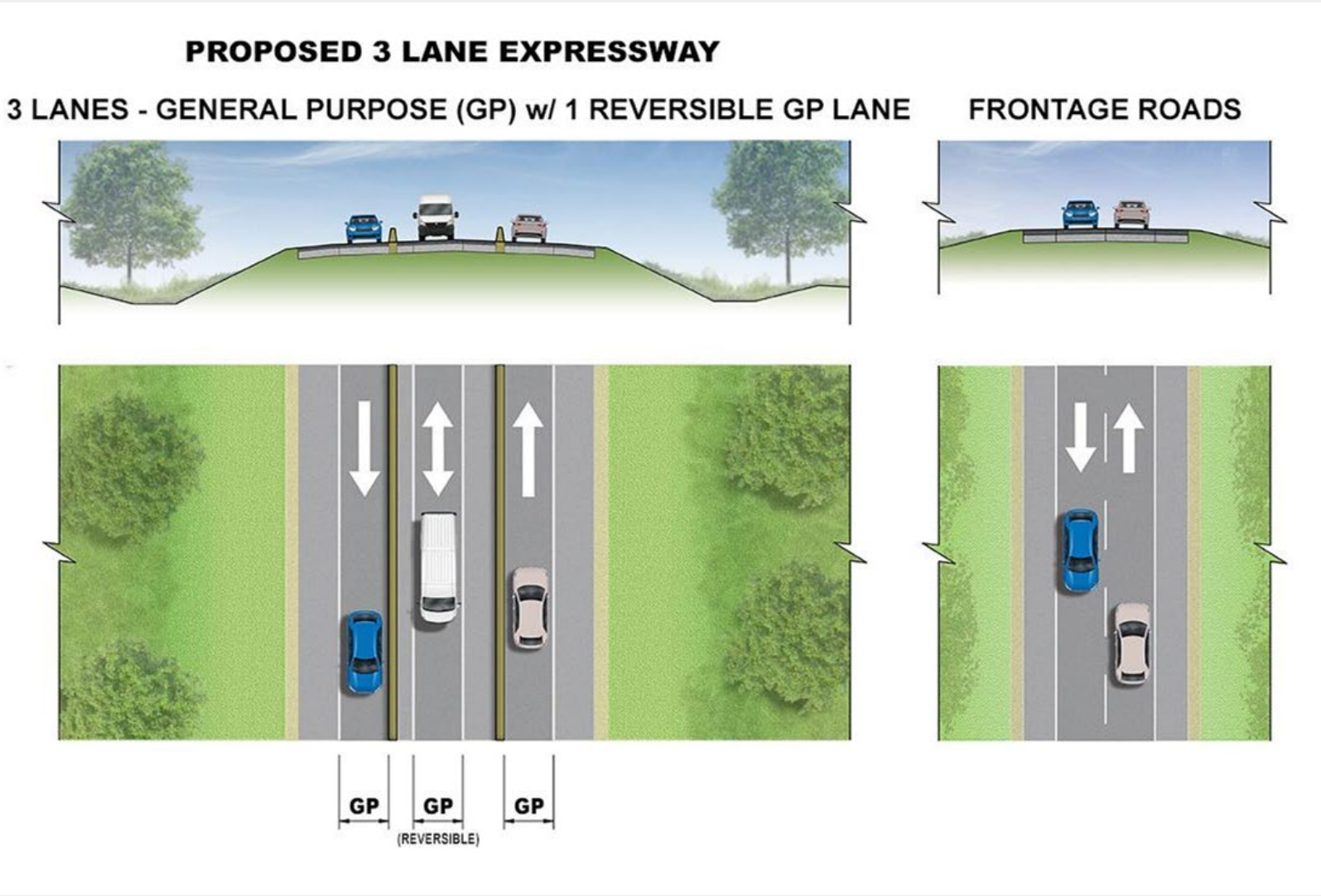
- Transit focused benefits
- May require jug-handle intersections - Additional area would be needed.
- Possibility of safety benefit with left turn removal.
- Increased operational improvement because there would be no left-hand movement.

Alternative 3: Reversible Lane (General Purpose)

- 3 lanes using new alignment. Reversible lane would be open to Northbound travel in the AM and switch to Southbound travel in the PM to improve travel time for peak hours. The reversible lane would be general purpose.
- Interchange at SR 25/SR 156
- Existing route becomes 2-lane frontage road.
- Capital Cost: TBD

Considerations:

- Operational features (e.g. costs, intersections, termini, access control, enforcement) may need to be analyzed in more detail
- Would need to utilize space for jug-handled intersections
- Barriers would be required.

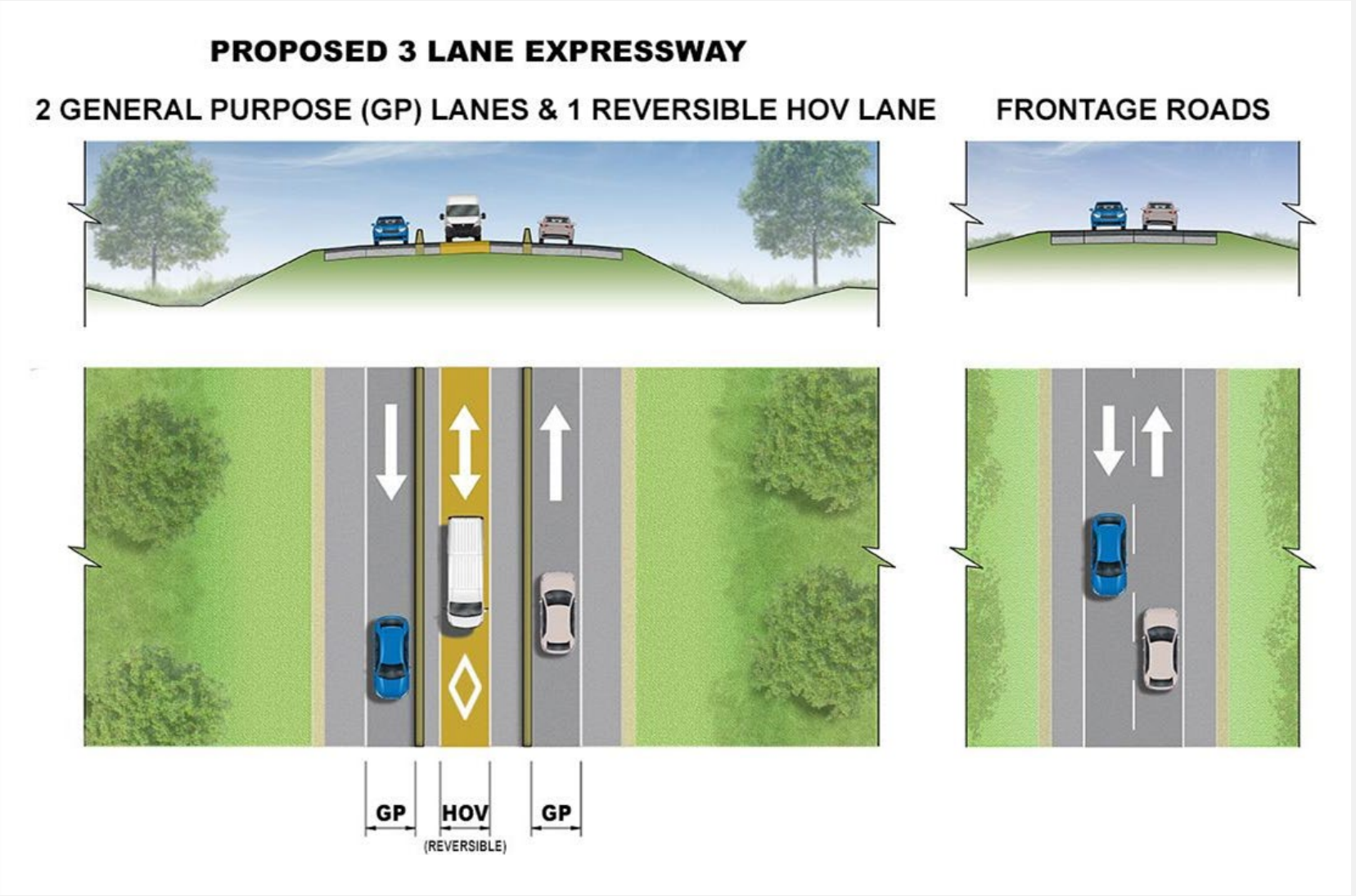


Alternative 3a: Reversible HOV Lane

- 3 lanes using new alignment.
- Reversible HOV lane would be open to Northbound travel in the AM and then switch to Southbound travel in the PM to improve travel time for peak hours.
- Interchange at SR 25/SR 156
- Existing route becomes 2-lane frontage road.
- Capital Cost: TBD

Considerations:

- Would need to utilize space for jug-handled intersections
- Operational features (e.g. costs, intersections, termini, access control, enforcement) may need to be analyzed in more detail
- Barriers would be required

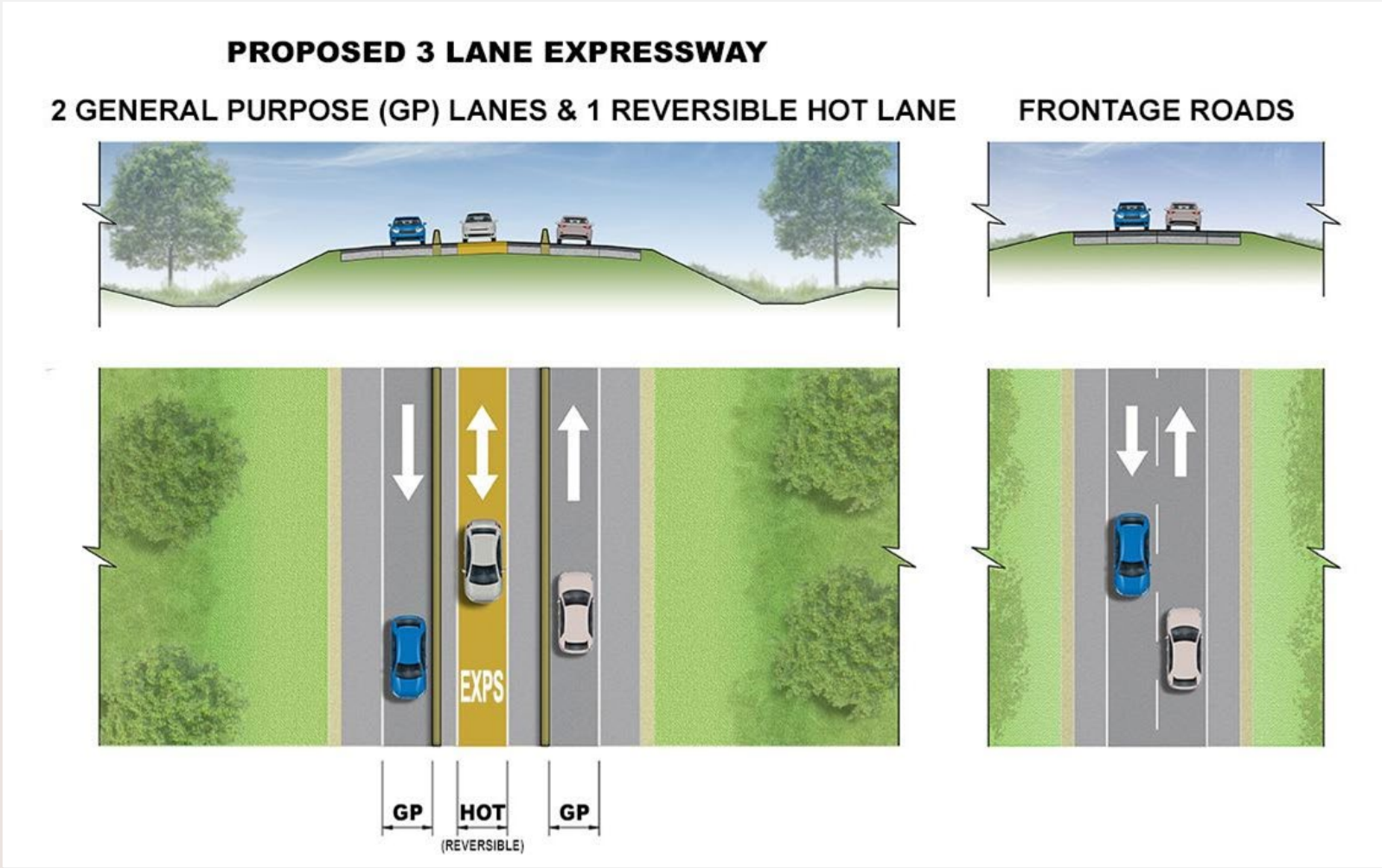


Alternative 3b: Reversible HOT Lane

- 3 lanes using new alignment. Reversible high occupancy toll (HOT) lane would be open to Northbound travel in the AM and then switch to Southbound travel in the PM to improve travel time for peak hours.
- Interchange at SR 25/SR 156
- Existing route becomes 2-lane frontage road.
- Capital Cost: TBD

Considerations:

- Would require tolling
- Operational features (e.g. costs, intersections, termini, access control, enforcement) may need to be analyzed in more detail
- Would need to utilize space for jug-handled intersections
- Barriers would be required

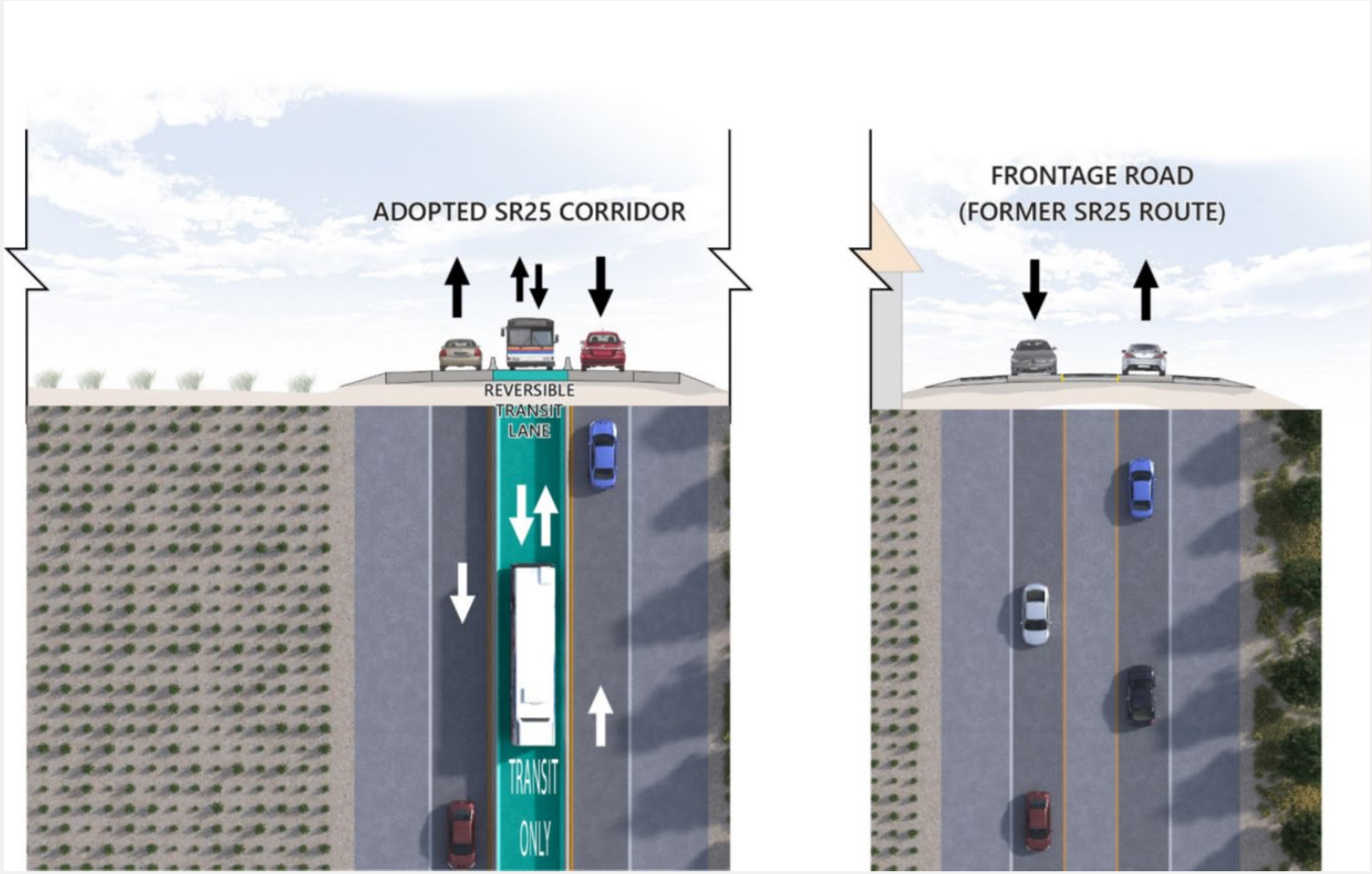


Alternative 3c: Reversible Transit Lane on New Alignment

- 3 lanes using new alignment. Reversible lane would be open to Northbound transit travel in the AM and then switch to Southbound transit travel in the PM to improve travel time for peak hours.
- Grade separated intersection at SR 25/SR 156
- Existing route becomes 2-lane frontage road.
- Capital Cost: TBD

Considerations:

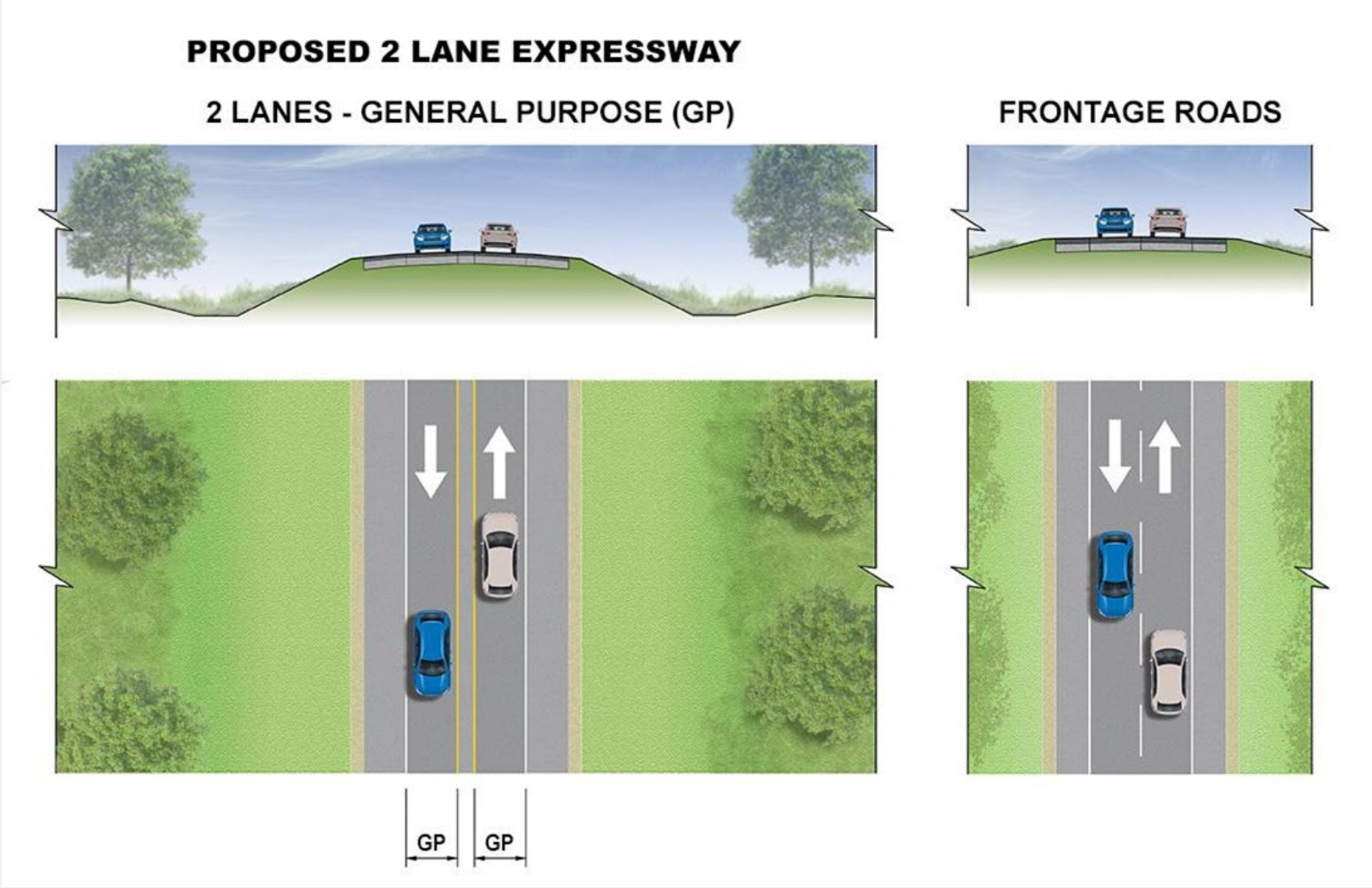
- Operational features (e.g. costs, intersections, termini, access control, enforcement) may need to be analyzed in more detail
- Would need to utilize space for jug-handled intersections
- Barriers would be required



Alternative 4: 2-Lane Expressway

- 2-lane highway on new alignment.
- Existing route becomes 2-lane frontage road.
- Interchange at SR 25/SR 156
- Capital Cost: TBD

Considerations:
- No passing option
- System reliability improvement may be small

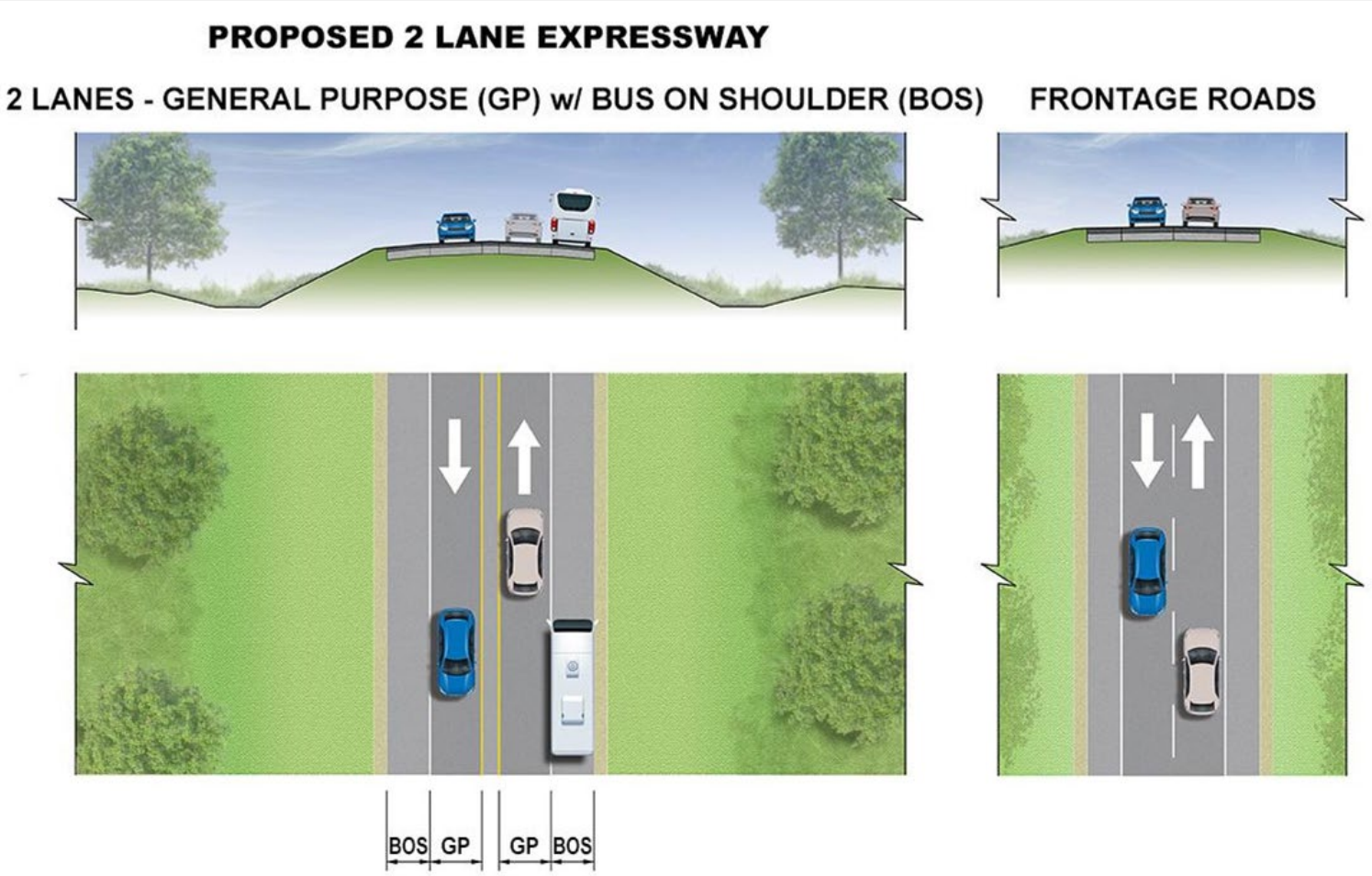


Alternative 4a: 2-lane Expressway with Bus-on-Shoulder

- 2-lane expressway on new alignment with Bus-On-Shoulder.
- Interchange at SR 25/SR 156
- Existing route becomes 2-lane frontage road for general purpose travel
- Capital Cost: TBD

Considerations:

- Requires legislation
- Restricts ped & bicycle access (could provide separate pathway or frontage road connection).
- If traffic speed is above 35mph then BOS will not be necessary.
- Potential to increase ridership demand & bus travel time reliability (if traffic is <35 mph)
- Minimum 10' shoulder, 35mph maximum shoulder speed, 15 mph maximum speed differential between general traffic speeds.
- Buses yield to motorists exiting highway at at-grade intersections.

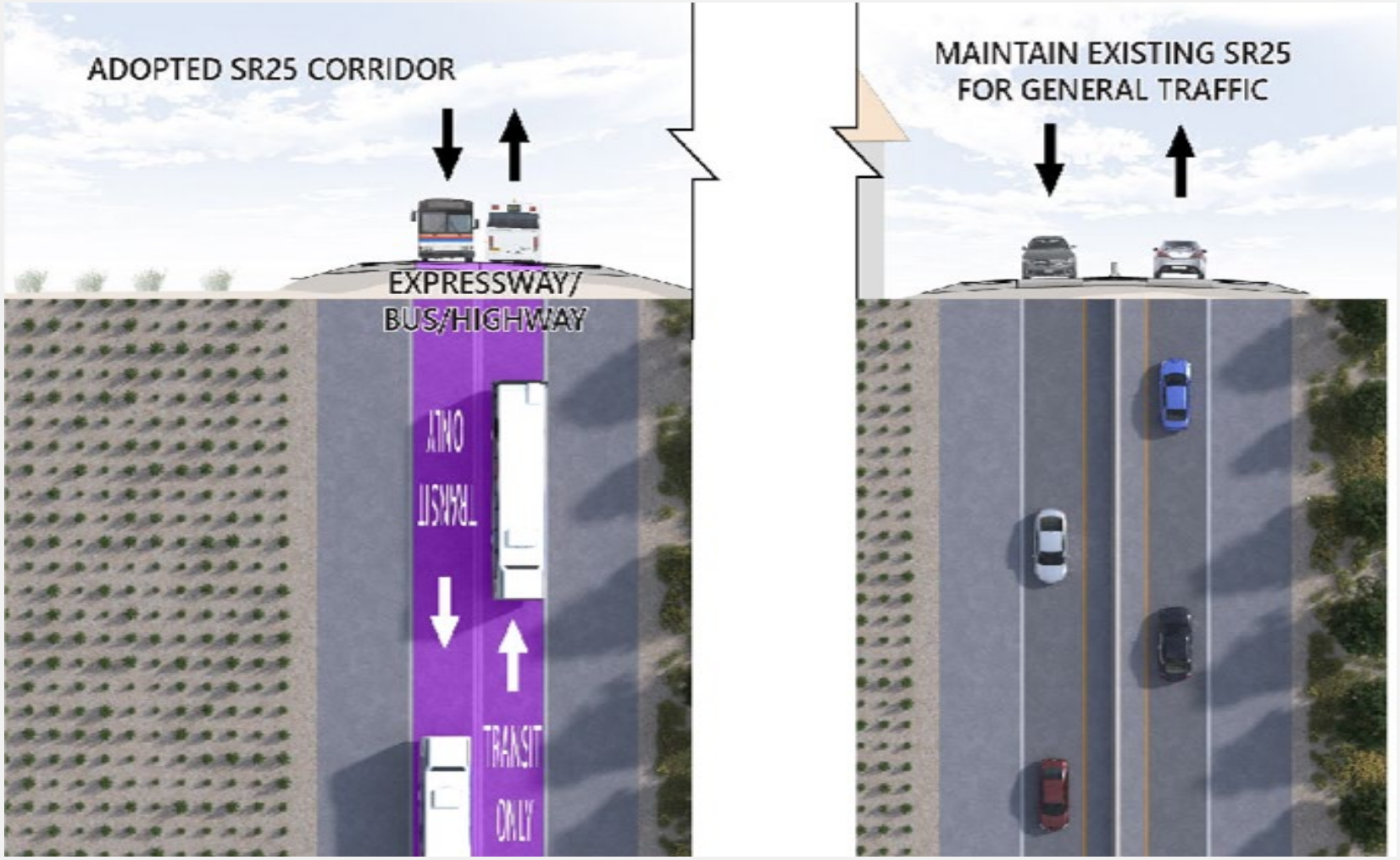


Alternative 5: Transit Expressway

- 2 Lane (new) transit expressway & 2 lane general traffic on existing Route 25.
- Existing SR25 route for general traffic
- Capital Cost: TBD

Considerations:

- Question on who would maintain the transit route
- Would involve added road connection to provide full connectivity.



SBCOG-Lead Alternatives: Alternatives 6 and 7

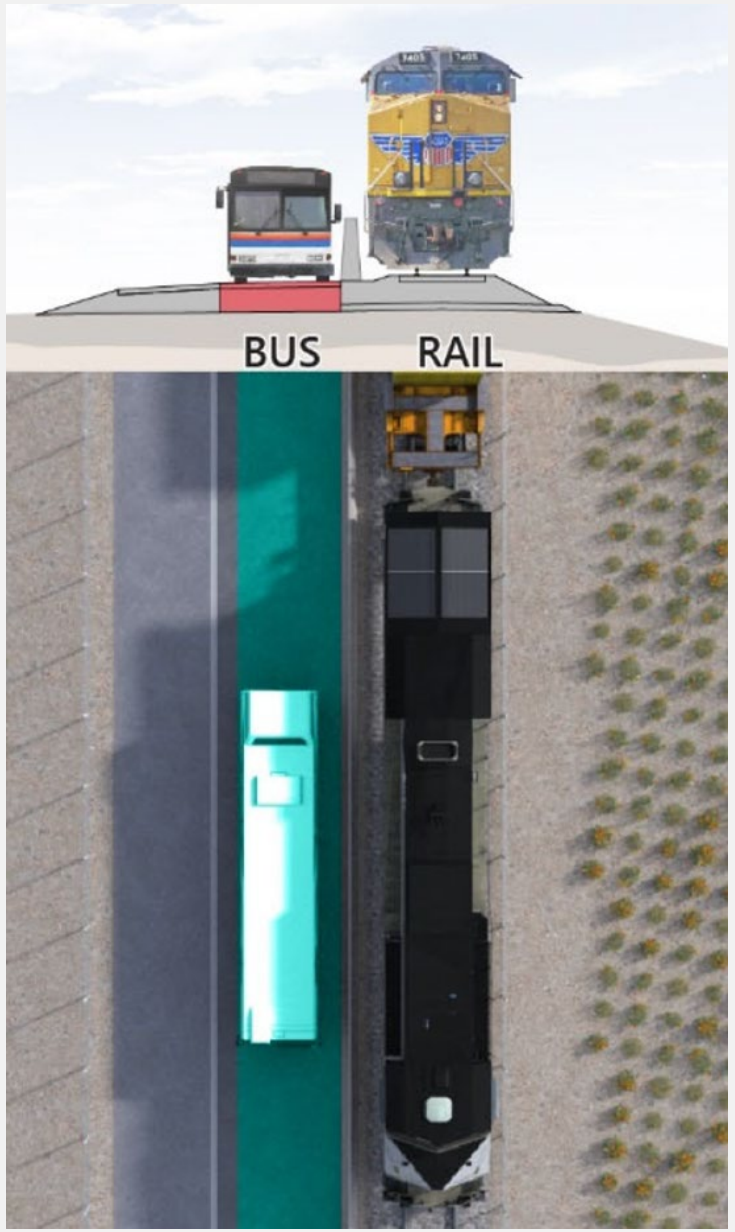
Alternative 6: Transit Adjacent to Rail *

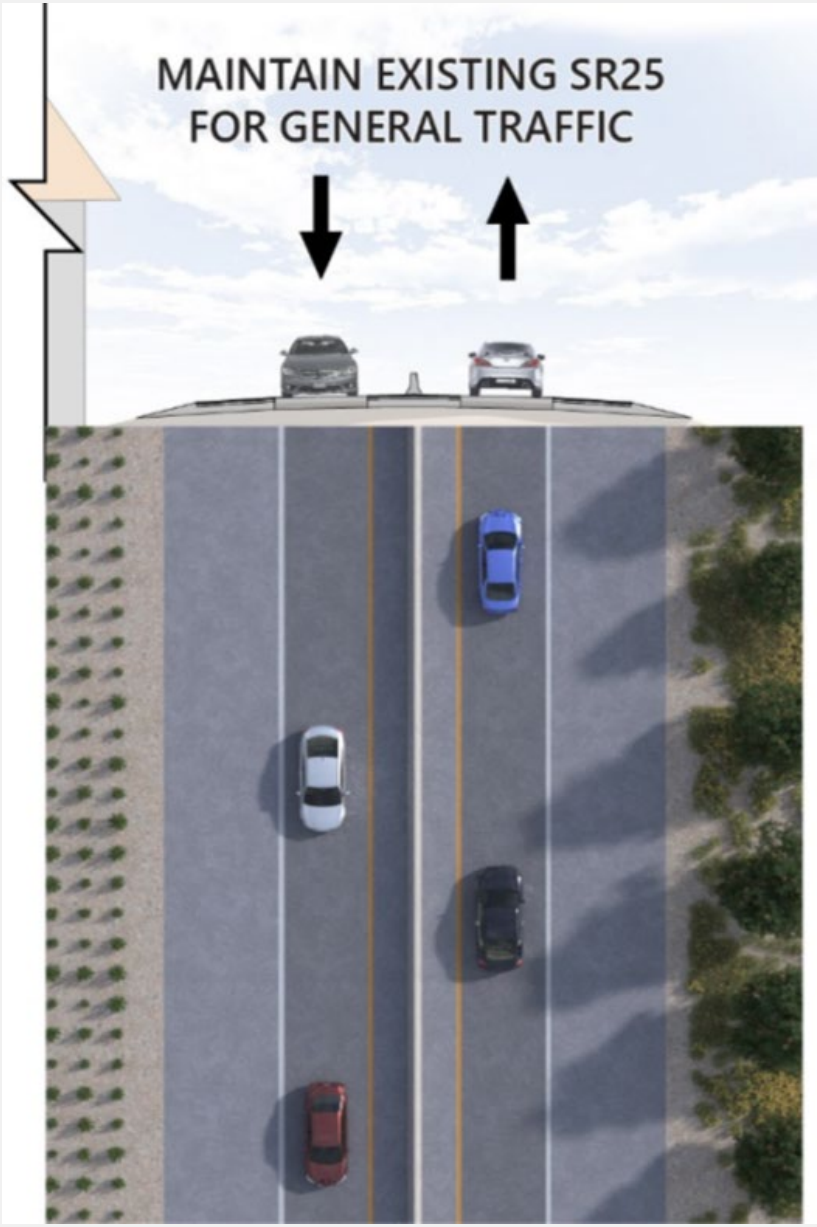
- 1-Lane (reversible) transit lane adjacent to Rail.
- Existing SR25 route for general traffic
- Capital Cost: TBD

Considerations:

- Maintenance and operation agreement with Railroad presents challenges and requires San Benito LTA to maintain
- Include mobility hub at RR/156 crossing. Could include bike lane or multi modal trail.
- Design standards different for bus-only lanes
- Unknown mode shift

*SBCOG will lead feasibility analysis





Alternative 7: Passenger Rail *

New passenger rail service on the Union Pacific Hollister Branch Line

- New service between Hollister and Gilroy; or
- Caltrain extension to Hollister

Existing route for general purpose travel

Considerations:

- Maintenance and operation agreement with Railroad presents challenges and requires San Benito LTA to maintain
- Potential Infrastructure Requirements:
  - Track improvement
  - Station development in Hollister
  - Signal upgrades
  - Maintenance yard
  - Alt. fuel infrastructure (battery electric or hydrogen)
- No acquisition of Adopted Route
- Unknown mode shift

*SBCOG will lead feasibility analysis

Questions 

Break

Information Stations

1. Corridor Alternatives.

2. State & Federal Planning Requirements.

3. US 101/SR 25 Interchange Improvements.

4. Public Engagement & Outreach

Next Steps

Vince Mammano,
Mark Thomas Associates

Environmental Document Process

California Environmental Quality Act (CEQA)

- Environmental Impact Report (EIR)

National Environmental Policy Act (NEPA)

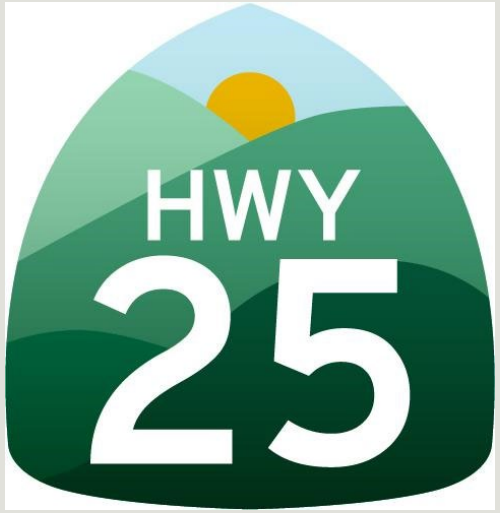
- Environmental Assessment (EA)

Today's Outcomes

- ☑ Increasing awareness of recent or active highway improvements benefiting San Benito County residents
- ☑ Summarizing the key federal and state planning requirements that must be completed before additional SR 25 improvements can be made
- ☑ Introducing potential corridor alternatives for a new SR 25 environmental study
- ☑ Gathering input on the SR 25 corridor alternatives in preparation for a Board concurrence action next week

Next Steps 

- Receive concurrence of potential Alternatives to release in Notice of Preparation at the next Board Meeting
- Public release of the Notice of Preparation (30 day review)
- Environmental public scoping and public outreach
- Public outreach with comment opportunities.
- Environmental analysis of alternatives
- Pursue State and Federal funding sources



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