

<b>Qualitative Analysis - Operational Projects</b>								
		<b>1</b>	<b>2a</b>	<b>2b</b>	<b>2c</b>	<b>5b</b>	<b>8a</b>	<b>8b</b>
<b>Measures</b>	<b>Indicators</b>	<b>Airport District Imprvmnts</b>	<b>Beard Truck Parking</b>	<b>Finch Rd/Garner Rd Imprvmnts</b>	<b>S Riverside Dr Imprvmnts</b>	<b>Hatch Road Access Mgmt Plan</b>	<b>Yosemite Blvd Access Mgmt Plan</b>	<b>Yosemite Blvd Santa Fe Ave RR Imprvmnts</b>
<b>Time Saved</b>								
1. Improved travel times	Vehicle hours of travel for focused area trips.	Provides a travel time savings for the over 200 trucks per day.	NA.	Increases travel times due to intersection controls at Finch Road/S. McClure Road, Finch Road/Garner Road, and Garner Road/Leckron Road. Reduces travel times for trucks turning at the reconstructed intersection at Finch Road/Mitchell Road.	Provides a travel time savings for over 40 trucks per day.	The signal timing improvements at six intersections reduce travel time for the two mile stretch between SR 99 and Mitchell Road.	About 103 driveways exist between Riverside Drive and Santa Rosa Avenue and 26 of them can be considered for elimination to smooth traffic flow. Street closures to the north of Yosemite Blvd. and left-turn restrictions improve travel times. Signal timing improvements at six intersections reduce travel time for the two mile stretch between Riverside Drive and Santa Rosa Avenue.	Improved railroad operations decreases travel time on Yosemite Blvd.
2. Improved door to door reliability	Cong VHT minus FreeFlow VHT for trucks and autos for focused area trips.	Allows trucks to avoid Yosemite Blvd. congestion and the intersections of Mitchell Road/Yosemite Blvd. and Santa Cruz Avenue/Yosemite Blvd.	NA.	NA.	Allows trucks to avoid Yosemite Blvd. congestion and the intersections of Mariposa Road/Yosemite Blvd., Mariposa Road/Finch Road, and Finch Road/Mitchell Road. Uses the less congested intersection of Mitchell Road/S. Riverside Drive.	NA.	NA.	A decrease in roadway blockages improves the roadway's reliability.
3. Reduced delay	LOS and V/C.	Reduces truck volumes on Yosemite Blvd. between Mitchell Road and Santa Cruz Avenue by over 200 trucks per day.	NA.	NA.	Reduces truck volumes on Yosemite Blvd. between S.Riverside Drive and Mariposa Road by over 40 trucks per day.	Improved traffic flows reduce delays on Hatch Road by up to five minutes.	Improved traffic flows reduce delays on Yosemite Blvd. by up to six minutes.	NA.
<b>Vehicle Miles Traveled</b>								
1. Reduced truck travel	Truck VMT on truck routes in overall study area.	Reduces VMT by about 0.5 miles for over 200 trucks coming northbound on Mitchell Road.	NA.	NA.	Reduces VMT by about 1.5 miles for over 40 trucks per day.	NA.	Encourages trucks to access SR 99 via SR 132, which can reduce their VMT by over one mile in each direction.	Few study area trucks use Santa Fe Avenue to access SR 99.
2. Traffic safety impacts	Accident rate of new road compared to old road.	Improves safety of truck route(s) in the Airport District by providing improved lighting, pedestrian and bicycle facilities, and drainage.	Improves visibility on roads in the Beard Industrial Park.	The intersection controls prevent excessive speeds along Finch Road and Garner Road. Improved turning radius at the Yosemite Blvd./Finch Road intersection facilitates truck movements.	Reduces potential conflicts on Yosemite Blvd. from right turns onto this congested facility. The warning signs and flashing lights improve safety.	The improved turning radii at the Mitchell Road/Hatch Road intersection, the pedestrian/bicyclist safety features, and the Herndon Avenue bus turn-out reduce the conflicts along Hatch Road.	Reduces the number of conflicts along Yosemite Blvd. by improving pedestrian/bicyclist safety features, signal timings, and by reducing the access points to Yosemite Blvd.	NA.
3. Improved air quality	VMT (all vehicles) on all roadways within the overall study area.	Reduces VMT by about 0.5 miles for over 200 trucks coming northbound on Mitchell Road.	NA.	NA.	Reduces VMT by about 1.5 miles for over 40 trucks per day.	Limited local potential improvements are expected due to the signal timings.	Limited local potential improvements are expected due to the signal timings.	Limited local potential improvements are expected due to reduced road blockages.
<b>Accessibility</b>								

1. Route simplicity.	Description of turns, stop lights, and route.	Shortens route by about 0.5 miles. Diverts truck traffic away from Yosemite Blvd.	Increased visibility from off-street or designated on-street parking improves route safety.	Reconfigures the Finch Road/Mitchell Road and the Finch Road/S. McClure Road intersections. Provides stop lights at the Finch Road/S. McClure Road and the Finch Road/Garner Road intersections. Provides a stop sign or a possible signal at the Garner Road/Leckron Road intersection.	Shortens route by about 1.5 miles. Diverts truck traffic away from Yosemite Blvd.	The Hatch Road signal timings for the six intersections and the bus turn-out on Herndon Avenue smooth traffic flow and reduce the number of stops along Hatch Road.	Provides signal timings, left-turn restrictions, improved turning radii at Santa Cruz Avenue, driveway eliminations, and minor road closures to help improve traffic flow on Yosemite Blvd. (SR 132).	Improves the traffic flow on Yosemite Blvd., which supports the SR 99/SR 132 connector projects.
2. Ease of implementation.	Environmental issues/ROW acquisition/local support/feasibility.	Minimal ROW acquisition required for potential road widenings. The Tenaya Drive truck route needs strong local support to succeed.	This project is partially a private sector issue so the public sector does not have control over its entire implementation.	The Finch Road/S. McClure Road and the Finch Road/Mitchell Road intersection projects may require ROW acquisitions.	Requires Watkins Shepard to acquire ROW from the lumberyard. The lumberyard may oppose the easement.	Signal timing is important for all approaches at the Hatch Road/Mitchell Road intersection so optimal coordination on Hatch Road is difficult.	This project needs strong local support to succeed since the project increases traffic restrictions, and further separates the corridor from the neighborhoods to the north of it.	This project is a private sector issue so the public sector only can encourage its implementation.
<b>Community Impacts</b>								
1. Economic growth potential.	Description of economic growth.	Limited effect.	Limited effect.	Limited effect.	Limited effect.	Facilitates truck access to the SR 132 Job Center via SR 99 making the industrial park more attractive to existing and future tenants. Provides a more efficient east-west corridor in Stanislaus County. Ties into the Santa Fe Avenue/Geer Road/Keyes Road project.	Facilitates truck access to the SR 132 Job Center via SR 99 making the industrial park more attractive to existing and future tenants. Provides a more efficient east-west corridor in Stanislaus County. Ties into the Santa Fe Avenue/Geer Road/Keyes Road project.	Opens up eastern Stanislaus County to development due to more reliable east-west corridor traffic flow. Ties into the Santa Fe Avenue/Geer Road/Keyes Road project.
2. Impacts open space, agricultural lands, and private properties.	Description of land impacts on open space & properties.	A school exists on Tenaya Drive. Streetscape improvements increase property values.	The parking or staging areas for trucks on designated lots impacts the Beard Industrial Park land.	The Finch Road/S. McClure Road and the Finch Road/Mitchell Road intersection reconfigurations may impact adjacent private properties.	The easement impacts the lumberyard.	NA.	Driveway restrictions and street closures may negatively impact corridor businesses.	Impacts railroad operations and potentially their facility location.
3. Neighborhood impacts.	Impacts to surrounding neighborhoods.	Both the north-south and east-west truck routes cut through the Airport District neighborhood.	NA.	NA.	NA.	Allows for Ceres residents to move more freely through the commercial area of Ceres.	Turning restrictions and street closures reduce access to Yosemite Blvd. for residents living north of Yosemite Blvd. Reduced access also decreases traffic volumes and through traffic on these residential streets.	Improved traffic flows provide better east-west access for Empire residents.
<b>Cost</b>								
1. Order-of-magnitude cost estimate (excludes ROW acquisition costs)	Project cost estimates (minimum - maximum)	\$500,000 - \$1,000,000	Not applicable (private sector expenditure)	\$1,000,000 - \$2,000,000	\$10,000 - \$15,000 (excludes easement costs by Watkins Shepard)	\$500,000 - \$1,000,000	\$400,000 - \$600,000	Not applicable (private sector project)