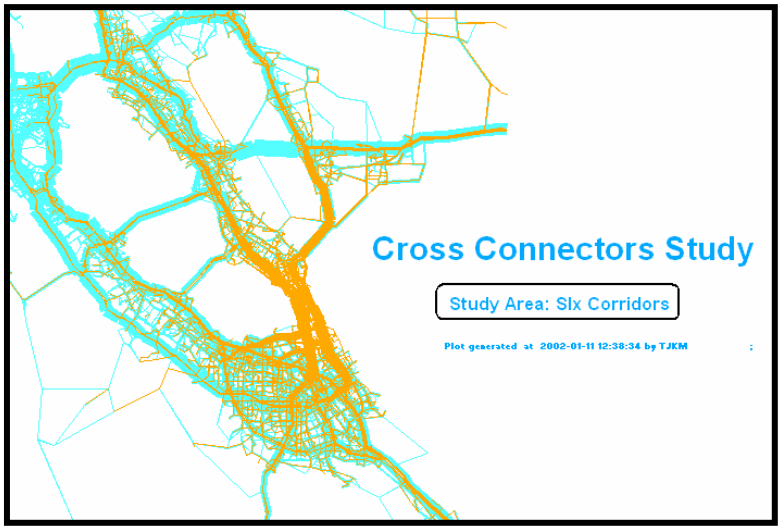
# Appendix E
# Traffic Analysis Results

# Appendix E
# Traffic Analysis Results
# Model Calibration

The project model calibration was performed at the link level (approximately 200 links) and at the turning movement level for fourteen (14) intersections in the Study Area, for both the a.m. and p.m. peak hours. These intersections are critical to the project area from the modeling point of view.




The project model was calibrated for the cross connector project area for both the a.m. and p.m. peak hour to truck and drive alone demands with a high level of accuracy. The aggregate calibration results for the Study intersections for all the Study intersection turning movement volumes are within 4 percent of the observed turning movement volumes. The link level calibration is also within 4 percent of the observed link volumes. The R-Squared statistics for the a.m. and p.m. peak hours at the link level are 0.94 and 0.95 respectively for the calibrated project model. In addition, the R-Square statistics of the calibrated project model for the a.m. and p.m. peak hours are 0.90 and 0.88 respectively at the turning movement level. The calibrated project model improves the original model accuracy significantly and this enables a superior traffic operational analysis. Table 1 shows the fitness of the computed volumes to the observed volume.

**Table 1 Calibration Statistics**

| PERIOD | VOLUME | A (BEFORE) | A (AFTER) | B (BEFORE) | B (AFTER) | STD (BEFORE) | STD (AFTER) | R2 (BEFORE) | R2 (AFTER) | COM_VOL | OBS_VOL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Peak Hour | Turn Drive Alone | 18.97 | -33.29 | 0.92 | 1.05 | 274 | 179 | 0.58 | 0.9 | 98302 | 95573 |
| | Link Drive Alone | 92.39 | -13.24 | 0.89 | 1.01 | 443.57 | 279.21 | 0.89 | 0.94 | 361585 | 363050 |
| | Link Truck | | | | | | | | | 9637 | 8728 |
| PM Peak Hour | Turn Drive Alone | 84.26 | 26.31 | 0.74 | 0.98 | 267.48 | 183.24 | 0.56 | 0.88 | 102519 | 107268 |
| | Link Drive Alone | 66.48 | 41.34 | 0.85 | 1 | 394.93 | 240.93 | 0.87 | 0.95 | 347135 | 361944 |
| | Link Truck | | | | | | | | | 5948 | 5488 |

*Note:*

*A: Intercept of the regression line between the observed volumes* $\overline{X}_i$ *and the computed volumes* $X_i$

*B: Slope of the regression line between the observed volumes* $\overline{X}_i$ *and the computed volumes* $X_i$

*STD: Standard deviation of the regression line between the observed volumes* $\overline{X}_i$ *and the computed volumes* $X_i$

*R2 : R-Square*
*Com_Vol: Sum of the computed volumes for all positive observed volumes, that is,*
*Obs_Vol: Sum of the observed volumes, that is,*
*Ratio: Ratio of Com_Vol over Obs_Vol*

# Appendix E
# Traffic Analysis Results
# Summary Measure of Effectiveness

# Summary

## Measures of Effectiveness - Individual Alternative Analysis

| Alternative | Descriptive | | Performance | | | | Derivative | Cost | Economics | | Benefit |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Δ Thru Trips | Δ HOV Trips | Δ VMT | Δ PT | Δ Speed | %VHT @ Congested Flow | %VMT / %VHT (Index) | Rough Project Cost ($M) | $/New Person Trip | $/New Through Trip | Life Cycle Cost (Years) |
| | (+ = good) | (+ = good) | (+ = good) | (+ = good) | (+ = good) | (Lower = good) | (Higher = good) | | (Lower = good) | (Lower = good) | (Lower = good) |
| **BASE** | 0 | 0 | 0 | 0 | 12.5 (**) | 40.5 (**) | 1.00 | -- | --- | --- | --- |
| ***Recommended Short Term Projects*** | | | | | | | | | | | |
| **Automall (Widen to 6 lanes - A1)** | 1211 | 76 | 2899 | 2621 | 1.1 | 38.10% | 1.09 | 20-25 | $7,631 | $16,515 | 3.09 |
| **Fremont/Grimmer (At-grade HOV - B1)** | 3260 | 660 | 2333 | 5458 | 1.8 | 34.30% | 1.18 | 50-60 | $9,161 | $15,337 | 3.32 |
| **Scott/Dixon (Kato Extend over 880 - D3)** | 2583 | 181 | 5776 | 6191 | 1.0 | 40.60% | 1.08 | 30-35 | $4,846 | $11,614 | 6.94 |
| **Calaveras (Widen to 6 Lanes - E1)** | -488 | -67 | 798 | 110 | 0.4 | 39.50% | 1.04 | 30-40 | $272,727 | (3) | 13.49 |
| ***Additional Alternatives Analyzed*** | | | | | | | | | | | |
| **Fremont/Grimmer (Aerial HOV - B2)** | 1683 | 813 | 3002 | 4978 | 1.9 | 20.50% | 1.16 | 190-200 | $38,168 | $112,894 | 12.66 |
| **Calaveras (Aerial HOV - E3)** | 2030 | 904 | 2638 | 5030 | 1.6 | 35.50% | 1.13 | 150-170 | $29,821 | $73,892 | 11.13 |
| **Montague (680 Direct HOV - F3)** | 562 | 223 | 2709 | 2967 | 0.3 | 40.20% | 1.03 | 80-90 | $26,963 | $142,349 | 21.59 |
| **Mission (Below Grade Fwy, MF - C1)** | 1684 | 517 | 99 | 3498 | 2.2 | 30.00% | 1.18 | 410-430 | $117,210 | $243,468 | 19.84 |
| **Mission (Below Grade HOV - C1)** | 332 | 767 | 263 | 3206 | 3.2 | 28.80% | 1.26 | 780-800 | $243,294 | $2,349,398 | 30.21 |
| **Mission (Grade Separation @ WSprings - C2)** | 715 | 71 | -605 | -242 | 0.6 | 36.60% | 1.05 | 110-120 | $454,545 | $153,846 | 17.73 |

Legend

- "Best" numeric value for this measure
- Second "best" numeric value for this measure
- Higher 'Value' alternative considering cost

# Table A1A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative A1A (Automall 6-Lanes Widening)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative A1A 2025 | | | | 2025 Change (A1A- Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,896 | | 6,731 | | 490 | | 1,053 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,359 | | 4,649 | | -18 | | 198 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 4,461 | | 3,948 | | -455 | | -85 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 1,860 | | 1,687 | | -17 | | -17 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,328 | | 1,754 | | 156 | | 15 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,085 | | 8,637 | | -149 | | 39 |
| | **TOTAL** | | 23,982 | | 26,203 | | 23,989 | | 27,407 | | 7 | | 1,204 |
| Corridor Traffic Volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 8,642 | 958 | 9,183 | 955 | 1,099 | 122 | 1,145 | 125 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,723 | 383 | 8,171 | 317 | -40 | -66 | 314 | -10 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,672 | 715 | 6,507 | 538 | -417 | -12 | -70 | 1 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,597 | 478 | 4,896 | 575 | -13 | -4 | -139 | -8 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,195 | 1,104 | 9,618 | 1,200 | 169 | -3 | 234 | -4 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,166 | 2,276 | 13,176 | 2,378 | -14 | -26 | 103 | -38 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 46,996 | 5,914 | 51,552 | 5,963 | 783 | 11 | 1586 | 65 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 52,909 | | 57,514 | | 794 | | 1,651 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 45% | | 48% | | 1% | | 73% |
| Corridor Total Person Trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 10,993 | | 11,518 | | 1,408 | | 1,449 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 8,664 | | 9,014 | | -184 | | 293 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 7,679 | | 8,013 | | -441 | | -69 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,782 | | 6,303 | | -19 | | -150 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 10,862 | | 12,545 | | 169 | | 221 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,627 | | 18,917 | | -68 | | 14 |
| | **TOTAL** | | 60,743 | | 64,553 | | 61,607 | | 66,310 | | 864 | | 1,757 |
| Corridor Avg. SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 36 | 24 | 14 | 37 | 16 | 9 | 3 | 1 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 24 | 4 | 10 | 17 | 1 | -1 | 0 | 1 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 19 | 5 | 4 | 20 | 1 | 0 | 0 | 2 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 27 | 10 | 16 | 23 | 0 | 2 | 1 | -2 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 24 | 6 | 7 | 26 | 0 | 0 | 0 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 13 | 15 | 33 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 7,614 | | 7,147 | | 2,048 | | 1,705 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 4,086 | | 4,769 | | -104 | | -63 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,057 | | 4,233 | | -140 | | -49 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,365 | | 2,945 | | -128 | | -26 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,259 | | 6,227 | | -45 | | -8 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,381 | | 14,027 | | -165 | | -126 |
| | **TOTAL** | | 36,296 | | 37,913 | | 37,762 | | 39,346 | | 1,466 | | 1,433 |
| Congested time minus freeflow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,925 | | 19,756 | | -321 | | -51 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 15,976 | | 19,784 | | -192 | | 142 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,531 | | 19,124 | | -20 | | -97 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,539 | | 19,711 | | -259 | | -81 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,602 | | 19,355 | | -320 | | -164 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,125 | | 19,456 | | -438 | | -106 |
| | **TOTAL** | | 95,248 | | 117,543 | | 93,698 | | 117,186 | | -1,550 | | -357 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 279 | | 348 | | -45 | | -33 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 714 | | 477 | | -8 | | 25 |
| | C: Mission Blv | | 503 | | 523 | | 439 | | 480 | | -64 | | -44 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 284 | | 188 | | -46 | | -9 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 537 | | 454 | | -20 | | 4 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 763 | | 712 | | -21 | | -21 |
| | **TOTAL** | | 3,220 | | 2,736 | | 3,015 | | 2,659 | | -205 | | -77 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 368 | | 390 | | -37 | | -45 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 720 | | 498 | | -25 | | 13 |
| | C: Mission Blv | | 556 | | 580 | | 392 | | 526 | | -164 | | -55 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 320 | | 212 | | -35 | | -12 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 695 | | 530 | | 35 | | 11 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 886 | | 883 | | -83 | | -32 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,380 | | 3,039 | | -310 | | -120 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table B1A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base and Alternative B1A (Fremont&Grimmer Blvd At-Grade HOV Lane)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative B1A 2025 | | | | 2025 Change (B1A- Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,818 | | 5,285 | | 412 | | -393 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 4,569 | | 5,774 | | 2,192 | | 1,323 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 4,868 | | 3,931 | | -48 | | -102 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,026 | | 2,057 | | 148 | | 353 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,045 | | 1,663 | | -127 | | -75 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,041 | | 8,369 | | -193 | | -229 |
| | **TOTAL** | | 23,982 | | 26,203 | | 26,366 | | 27,079 | | 2,384 | | 876 |
| Corridor Traffic Volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 8,290 | 502 | 7,882 | 530 | 746 | -335 | -157 | -300 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 9,055 | 1,485 | 8,668 | 1,264 | 1,292 | 1,036 | 811 | 936 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 6,278 | 643 | 6,671 | 500 | 189 | -84 | 94 | -37 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,861 | 445 | 5,303 | 511 | 251 | -38 | 268 | -72 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,159 | 992 | 9,539 | 1,061 | 132 | -115 | 155 | -143 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,274 | 2,205 | 12,929 | 2,325 | 94 | -96 | -144 | -92 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 48,917 | 6,271 | 50,992 | 6,190 | 2,705 | 368 | 1,026 | 292 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 55,188 | | 57,182 | | 3,073 | | 1,318 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 48% | | 47% | | 78% | | 66% |
| Corridor Total Person Trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,653 | | 9,266 | | 67 | | -804 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 12,543 | | 11,669 | | 3,696 | | 2,948 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 8,158 | | 8,086 | | 37 | | 4 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,961 | | 6,567 | | 160 | | 114 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 10,560 | | 12,167 | | -133 | | -157 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,590 | | 18,534 | | -105 | | -369 |
| | **TOTAL** | | 60,743 | | 64,553 | | 64,465 | | 66,289 | | 3,722 | | 1,736 |
| Corridor Avg. SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 26 | 18 | 13 | 38 | 5 | 4 | 2 | 3 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 32 | 4 | 11 | 19 | 9 | -1 | 1 | 3 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 23 | 12 | 6 | 21 | 6 | 7 | 2 | 3 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 24 | 9 | 14 | 25 | -2 | 1 | -1 | 0 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 25 | 5 | 7 | 26 | 1 | -1 | 0 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 14 | 16 | 33 | 0 | 1 | 1 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,239 | | 4,899 | | -328 | | -543 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 6,945 | | 6,770 | | 2,756 | | 1,939 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 3,956 | | 4,150 | | -242 | | -131 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,376 | | 2,924 | | -116 | | -47 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,161 | | 6,134 | | -143 | | -101 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,240 | | 13,747 | | -306 | | -405 |
| | **TOTAL** | | 36,296 | | 37,913 | | 37,917 | | 38,625 | | 1,621 | | 712 |
| Congested time minus free flow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,720 | | 19,630 | | -526 | | -177 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 16,034 | | 19,928 | | -134 | | 286 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,598 | | 19,063 | | 47 | | -158 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,714 | | 19,578 | | -84 | | -214 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,644 | | 19,013 | | -278 | | -506 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,584 | | 19,066 | | 21 | | -496 |
| | **TOTAL** | | 95,248 | | 117,543 | | 94,295 | | 116,277 | | -953 | | -1,266 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 210 | | 313 | | -114 | | -68 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 713 | | 452 | | -9 | | 0 |
| | C: Mission Blv | | 503 | | 523 | | 380 | | 425 | | -123 | | -99 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 335 | | 204 | | 5 | | 6 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 495 | | 442 | | -61 | | -8 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 708 | | 666 | | -77 | | -67 |
| | **TOTAL** | | 3,220 | | 2,736 | | 2,841 | | 2,502 | | -379 | | -234 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 282 | | 335 | | -123 | | -100 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 831 | | 519 | | 86 | | 34 |
| | C: Mission Blv | | 556 | | 580 | | 317 | | 461 | | -239 | | -119 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 359 | | 225 | | 4 | | 1 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 621 | | 504 | | -40 | | -15 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 867 | | 827 | | -102 | | -88 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,277 | | 2,870 | | -414 | | -288 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table D3A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative D3A (Kato extension to Proposed Fremont Blvd)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative D3A 2025 | | | | 2025 Change (D3A- Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | 5,406 | | 5,678 | | 5,194 | | 5,287 | | -212 | | -391 | |
| | B: Grimmer Blv/Fremont Blv | 2,377 | | 4,451 | | 2,576 | | 4,388 | | 199 | | -63 | |
| | C: Mission Blv | 4,916 | | 4,033 | | 4,662 | | 4,092 | | -254 | | 60 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 1,877 | | 1,704 | | 3,997 | | 3,162 | | 2,119 | | 1,458 | |
| | E: Calaveras Boulevard/SR 237 | 2,172 | | 1,739 | | 2,318 | | 1,853 | | 146 | | 114 | |
| | F: Montague Expwy/Tasman/Capitol | 7,234 | | 8,598 | | 7,041 | | 8,468 | | -193 | | -130 | |
| | **TOTAL** | 23,982 | | 26,203 | | 25,787 | | 27,251 | | 1,805 | | 1,048 | |
| Corridor Traffic Volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,366 | 793 | 7,639 | 786 | -177 | -44 | -400 | -44 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,901 | 421 | 8,036 | 320 | 138 | -29 | 179 | -7 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,651 | 640 | 6,552 | 534 | -439 | -87 | -26 | -3 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 9,155 | 676 | 8,258 | 632 | 3,546 | 194 | 3,223 | 49 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 7,918 | 1,171 | 9,246 | 1,308 | -109 | 64 | -139 | 104 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,180 | 2,291 | 12,891 | 2,411 | 1 | -10 | -182 | -6 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 49,966 | 5,898 | 52,621 | 5,990 | 2,959 | 88 | 2,655 | 93 |
| | **Total Volumes** | 52,115 | | 55,864 | | 55,864 | | 58,612 | | 3,048 | | 2,748 | |
| | **% Through to Total Volumes** | 46% | | 47% | | 46% | | 46% | | 59% | | 38% | |
| Corridor Total Person Trips | A: Auto Mall Parkway | 9,585 | | 10,069 | | 9,306 | | 9,576 | | -279 | | -493 | |
| | B: Grimmer Blv/Fremont Blv | 8,848 | | 8,721 | | 8,924 | | 8,883 | | 76 | | 162 | |
| | C: Mission Blv | 8,121 | | 8,082 | | 7,481 | | 8,043 | | -640 | | -39 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 6,800 | | 6,453 | | 10,888 | | 9,868 | | 4,087 | | 3,415 | |
| | E: Calaveras Boulevard/SR 237 | 10,693 | | 12,324 | | 10,737 | | 12,430 | | 44 | | 105 | |
| | F: Montague Expwy/Tasman/Capitol | 16,695 | | 18,903 | | 16,657 | | 18,694 | | -38 | | -209 | |
| | **TOTAL** | 60,743 | | 64,553 | | 63,993 | | 67,494 | | 3,250 | | 2,941 | |
| Corridor Avg. SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 23 | 15 | 11 | 32 | 2 | 0 | 0 | -3 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 23 | 4 | 9 | 14 | 0 | -1 | -1 | -2 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 20 | 6 | 5 | 23 | 2 | 1 | 0 | 5 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 26 | 10 | 19 | 26 | 0 | 2 | 4 | 1 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 24 | 7 | 7 | 25 | -1 | 2 | 0 | 0 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 14 | 16 | 33 | 0 | 1 | 2 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | 5,566 | | 5,442 | | 5,713 | | 5,498 | | 147 | | 56 | |
| | B: Grimmer Blv/Fremont Blv | 4,189 | | 4,831 | | 3,848 | | 4,334 | | -341 | | -497 | |
| | C: Mission Blv | 4,198 | | 4,282 | | 4,673 | | 4,832 | | 475 | | 551 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 3,492 | | 2,971 | | 6,469 | | 6,263 | | 2,977 | | 3,292 | |
| | E: Calaveras Boulevard/SR 237 | 6,304 | | 6,235 | | 6,254 | | 6,207 | | -50 | | -28 | |
| | F: Montague Expwy/Tasman/Capitol | 12,545 | | 14,152 | | 12,300 | | 13,860 | | -245 | | -292 | |
| | **TOTAL** | 36,296 | | 37,913 | | 39,258 | | 40,993 | | 2,962 | | 3,080 | |
| Congested time minut free flow time (min) | A: Auto Mall Parkway | 16,246 | | 19,807 | | 15,837 | | 19,873 | | -409 | | 66 | |
| | B: Grimmer Blv/Fremont Blv | 16,168 | | 19,642 | | 16,022 | | 19,897 | | -146 | | 255 | |
| | C: Mission Blv | 15,551 | | 19,221 | | 15,697 | | 19,448 | | 146 | | 227 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 15,798 | | 19,792 | | 15,985 | | 19,965 | | 187 | | 173 | |
| | E: Calaveras Boulevard/SR 237 | 15,922 | | 19,519 | | 15,967 | | 19,523 | | 45 | | 4 | |
| | F: Montague Expwy/Tasman/Capitol | 15,563 | | 19,562 | | 16,040 | | 19,655 | | 477 | | 93 | |
| | **TOTAL** | 95,248 | | 117,543 | | 95,549 | | 118,360 | | 301 | | 817 | |
| Corridor Level VHT | A: Auto Mall Parkway | 324 | | 381 | | 346 | | 403 | | -2 | | 21 | |
| | B: Grimmer Blv/Fremont Blv | 722 | | 452 | | 660 | | 419 | | -53 | | -33 | |
| | C: Mission Blv | 503 | | 523 | | 472 | | 583 | | -20 | | 60 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 330 | | 197 | | 428 | | 265 | | 149 | | 68 | |
| | E: Calaveras Boulevard/SR 237 | 557 | | 450 | | 452 | | 457 | | -53 | | 8 | |
| | F: Montague Expwy/Tasman/Capitol | 784 | | 733 | | 698 | | 668 | | -12 | | -64 | |
| | **TOTAL** | 3,220 | | 2,736 | | 3,055 | | 2,796 | | 9 | | 59 | |
| Corridor Level PHT | A: Auto Mall Parkway | 405 | | 435 | | 396 | | 410 | | -9 | | -25 | |
| | B: Grimmer Blv/Fremont Blv | 745 | | 485 | | 584 | | 459 | | -161 | | -26 | |
| | C: Mission Blv | 556 | | 580 | | 431 | | 600 | | -125 | | 20 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 355 | | 225 | | 480 | | 274 | | 125 | | 49 | |
| | E: Calaveras Boulevard/SR 237 | 660 | | 519 | | 538 | | 522 | | -123 | | 3 | |
| | F: Montague Expwy/Tasman/Capitol | 969 | | 915 | | 929 | | 852 | | -40 | | -63 | |
| | **TOTAL** | 3,690 | | 3,158 | | 3,358 | | 3,117 | | -333 | | -41 | |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table E1A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative E1A (Calaveras 6-Lane Widening, b/w Abel & Milpitas Bl)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative E1A 2025 | | | | 2025 Change (E1A - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,314 | | 5,132 | | -92 | | -546 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,508 | | 4,261 | | 131 | | -190 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 4,692 | | 3,931 | | -225 | | -102 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,001 | | 1,978 | | 123 | | 273 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,242 | | 1,845 | | 70 | | 106 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,282 | | 8,513 | | 48 | | -85 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,037 | | 25,660 | | 55 | | -543 |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,515 | 861 | 7,443 | 812 | -28 | 25 | -596 | -19 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,779 | 407 | 7,830 | 314 | 16 | -42 | -27 | -13 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,984 | 689 | 6,473 | 502 | -106 | -37 | -105 | -35 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,855 | 482 | 5,216 | 577 | 245 | -1 | 181 | -6 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,324 | 1,216 | 9,639 | 1,342 | 298 | 109 | 254 | 138 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,326 | 2,205 | 13,024 | 2,329 | 146 | -97 | -49 | -88 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 46,783 | 5,860 | 49,625 | 6,183 | 570 | -43 | -341 | -24 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 52,642 | | 55,808 | | 527 | | -365 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 46% | | 46% | | 10% | | 149% |
| Corridor Total person trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,618 | | 9,426 | | 33 | | -644 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 8,768 | | 8,657 | | -80 | | -64 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 7,950 | | 7,891 | | -170 | | -191 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 7,041 | | 6,639 | | 241 | | 186 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 11,227 | | 12,898 | | 534 | | 573 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,634 | | 18,655 | | -61 | | -248 |
| | **TOTAL** | | 60,743 | | 64,553 | | 61,240 | | 64,166 | | 497 | | -387 |
| Corridor AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 21 | 22 | 11 | 37 | 0 | 8 | 0 | 1 |
| | B: Grimmer Blv/Fremont Blv | 5 | 23 | 16 | 10 | 5 | 23 | 15 | 9 | 0 | 0 | -1 | -2 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 37 | 17 | 29 | 37 | 20 | 12 | 25 | 19 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 26 | 12 | 9 | 27 | -1 | 4 | -6 | 2 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 25 | 7 | 7 | 26 | 1 | 1 | 0 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 12 | 16 | 33 | 0 | -1 | 2 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,631 | | 5,400 | | 65 | | -42 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 4,250 | | 4,950 | | 61 | | 119 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,194 | | 4,245 | | -4 | | -37 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,446 | | 2,901 | | -46 | | -70 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 7,029 | | 6,971 | | 725 | | 736 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,332 | | 13,657 | | -213 | | -496 |
| | **TOTAL** | | 36,296 | | 37,913 | | 36,883 | | 38,124 | | 587 | | 211 |
| Congested time minus free flow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,648 | | 19,691 | | -598 | | -116 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 15,860 | | 19,531 | | -308 | | -111 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,548 | | 19,237 | | -3 | | 16 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,755 | | 19,723 | | -43 | | -69 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,767 | | 19,422 | | -155 | | -97 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,365 | | 19,541 | | -198 | | -21 |
| | **TOTAL** | | 95,248 | | 117,543 | | 93,945 | | 117,145 | | -1,303 | | -398 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 375 | | 345 | | 51 | | -36 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 649 | | 575 | | -73 | | 124 |
| | C: Mission Blv | | 503 | | 523 | | 431 | | 515 | | -72 | | -9 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 308 | | 175 | | -22 | | -22 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 503 | | 513 | | -53 | | 64 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 722 | | 700 | | -63 | | -32 |
| | **TOTAL** | | 3,220 | | 2,736 | | 2,988 | | 2,824 | | -232 | | 88 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 431 | | 446 | | 26 | | 11 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 670 | | 600 | | -75 | | 115 |
| | C: Mission Blv | | 556 | | 580 | | 553 | | 600 | | -3 | | 20 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 359 | | 205 | | 4 | | -20 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 644 | | 527 | | -16 | | 8 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 905 | | 856 | | -64 | | -59 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,562 | | 3,233 | | -128 | | 75 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table PI: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base and Combined Short-term Alternative (Package I)

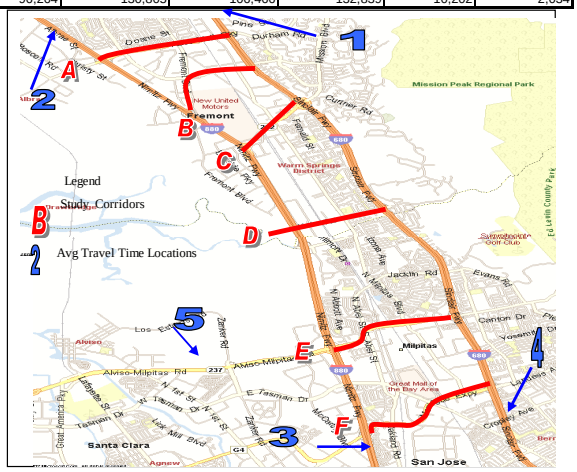
| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative PI 2025 | | | | 2025 Change (PI- Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | 5,406 | | 5,678 | | 6,283 | | 6,640 | | 412 | | -393 | |
| | B: Grimmer Blv/Fremont Blv | 2,377 | | 4,451 | | 4,134 | | 6,050 | | 2,192 | | 1,323 | |
| | C: Mission Blv | 4,916 | | 4,033 | | 4,715 | | 4,070 | | -48 | | -102 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 1,877 | | 1,704 | | 3,358 | | 2,924 | | 148 | | 353 | |
| | E: Calaveras Boulevard/SR 237 | 2,172 | | 1,739 | | 2,193 | | 1,733 | | -127 | | -75 | |
| | F: Montague Expwy/Tasman/Capitol | 7,234 | | 8,598 | | 6,891 | | 8,337 | | -193 | | -229 | |
| | **TOTAL** | 23,982 | | 26,203 | | 27,575 | | 29,755 | | 2,384 | | 876 | |
| Corridor Traffic Volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 8,817 | 590 | 9,259 | 576 | 1,274 | -247 | 1,220 | -254 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 8,723 | 1,344 | 8,727 | 1,203 | 960 | 894 | 870 | 876 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,967 | 587 | 6,856 | 478 | -123 | -139 | 279 | -59 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 7,625 | 537 | 6,617 | 515 | 2,015 | 54 | 1,582 | -68 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,194 | 1,035 | 9,825 | 1,121 | 168 | -71 | 441 | -83 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,019 | 2,204 | 12,879 | 2,249 | -161 | -98 | -194 | -167 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 50,346 | 6,297 | 54,163 | 6,142 | 4,134 | 394 | 4,197 | 244 |
| | **Total Volumes** | 52,115 | | 55,864 | | 56,643 | | 60,305 | | 4,528 | | 4,441 | |
| | **% Through to Total Volumes** | 46% | | 47% | | 49% | | 49% | | 53% | | 20% | |
| Corridor Total Person Trips | A: Auto Mall Parkway | 9,585 | | 10,069 | | 10,423 | | 10,791 | | 837 | | 722 | |
| | B: Grimmer Blv/Fremont Blv | 8,848 | | 8,721 | | 11,878 | | 11,608 | | 3,030 | | 2,887 | |
| | C: Mission Blv | 8,121 | | 8,082 | | 7,709 | | 8,241 | | -411 | | 159 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 6,800 | | 6,453 | | 9,005 | | 7,947 | | 2,204 | | 1,493 | |
| | E: Calaveras Boulevard/SR 237 | 10,693 | | 12,324 | | 10,697 | | 12,587 | | 4 | | 263 | |
| | F: Montague Expwy/Tasman/Capitol | 16,695 | | 18,903 | | 16,297 | | 18,306 | | -398 | | -597 | |
| | **TOTAL** | 60,743 | | 64,553 | | 66,009 | | 69,480 | | 5,266 | | 4,927 | |
| Corridor Avg. SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 38 | 32 | 20 | 38 | 17 | 17 | 9 | 3 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 33 | 5 | 14 | 17 | 10 | 0 | 4 | 1 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 24 | 12 | 7 | 23 | 7 | 7 | 3 | 5 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 26 | 13 | 21 | 26 | 0 | 5 | 6 | 1 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 29 | 10 | 11 | 29 | 5 | 4 | 4 | 4 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 14 | 18 | 33 | 0 | 1 | 3 | 1 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | 5,566 | | 5,442 | | 6,797 | | 6,949 | | 1,230 | | 1,507 | |
| | B: Grimmer Blv/Fremont Blv | 4,189 | | 4,831 | | 6,716 | | 6,767 | | 2,526 | | 1,936 | |
| | C: Mission Blv | 4,198 | | 4,282 | | 3,957 | | 4,127 | | -241 | | -155 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 3,492 | | 2,971 | | 5,023 | | 4,613 | | 1,531 | | 1,642 | |
| | E: Calaveras Boulevard/SR 237 | 6,304 | | 6,235 | | 6,862 | | 6,813 | | 558 | | 578 | |
| | F: Montague Expwy/Tasman/Capitol | 12,545 | | 14,152 | | 12,078 | | 13,150 | | -467 | | -1,002 | |
| | **TOTAL** | 36,296 | | 37,913 | | 41,434 | | 42,419 | | 5,138 | | 4,506 | |
| Congested time minus free flow time (min) | A: Auto Mall Parkway | 16,246 | | 19,807 | | 16,161 | | 19,933 | | -85 | | 126 | |
| | B: Grimmer Blv/Fremont Blv | 16,168 | | 19,642 | | 16,076 | | 20,066 | | -92 | | 424 | |
| | C: Mission Blv | 15,551 | | 19,221 | | 15,563 | | 19,160 | | 12 | | -61 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 15,798 | | 19,792 | | 15,921 | | 19,846 | | 123 | | 54 | |
| | E: Calaveras Boulevard/SR 237 | 15,922 | | 19,519 | | 15,672 | | 19,576 | | -250 | | 57 | |
| | F: Montague Expwy/Tasman/Capitol | 15,563 | | 19,562 | | 15,501 | | 19,692 | | -62 | | 130 | |
| | **TOTAL** | 95,248 | | 117,543 | | 94,894 | | 118,272 | | -354 | | 729 | |
| Corridor Level VHT | A: Auto Mall Parkway | 324 | | 381 | | 201 | | 300 | | -123 | | -82 | |
| | B: Grimmer Blv/Fremont Blv | 722 | | 452 | | 693 | | 440 | | -30 | | -12 | |
| | C: Mission Blv | 503 | | 523 | | 219 | | 346 | | -284 | | -178 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 330 | | 197 | | 300 | | 194 | | -30 | | -4 | |
| | E: Calaveras Boulevard/SR 237 | 557 | | 450 | | 435 | | 395 | | -122 | | -55 | |
| | F: Montague Expwy/Tasman/Capitol | 784 | | 733 | | 677 | | 613 | | -108 | | -120 | |
| | **TOTAL** | 3,220 | | 2,736 | | 2,524 | | 2,286 | | -696 | | -450 | |
| Corridor Level PHT | A: Auto Mall Parkway | 405 | | 435 | | 209 | | 273 | | -196 | | -162 | |
| | B: Grimmer Blv/Fremont Blv | 745 | | 485 | | 769 | | 539 | | 23 | | 54 | |
| | C: Mission Blv | 556 | | 580 | | 268 | | 381 | | -288 | | -199 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 355 | | 225 | | 305 | | 220 | | -50 | | -5 | |
| | E: Calaveras Boulevard/SR 237 | 660 | | 519 | | 463 | | 470 | | -197 | | -49 | |
| | F: Montague Expwy/Tasman/Capitol | 969 | | 915 | | 774 | | 767 | | -194 | | -148 | |
| | **TOTAL** | 3,690 | | 3,158 | | 2,788 | | 2,651 | | -902 | | -508 | |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table B2: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative B2 (Fremont/Grimmer Elevated HOV)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative B2 2025 | | | | 2025 Change (B2 - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | 5,406 | | 5,678 | | 5,729 | | 5,292 | | 323 | | -386 | |
| | B: Grimmer Blv/Fremont Blv | 2,377 | | 4,451 | | 4,724 | | 5,795 | | 2,347 | | 1,344 | |
| | C: Mission Blv | 4,916 | | 4,033 | | 4,652 | | 4,030 | | -265 | | -3 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 1,877 | | 1,704 | | 2,128 | | 1,794 | | 251 | | 90 | |
| | E: Calaveras Boulevard/SR 237 | 2,172 | | 1,739 | | 2,272 | | 1,683 | | 100 | | -56 | |
| | F: Montague Expwy/Tasman/Capitol | 7,234 | | 8,598 | | 6,899 | | 8,339 | | -335 | | -259 | |
| | **TOTAL** | 23,982 | | 26,203 | | 24,535 | | 27,333 | | 2,422 | | 731 | |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 8,270 | 556 | 7,578 | 750 | 727 | -281 | -461 | -80 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 9,069 | 1,649 | 8,443 | 1,296 | 1,306 | 1,200 | 585 | 969 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 6,119 | 541 | 6,836 | 505 | 29 | -185 | 259 | -32 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,825 | 404 | 4,947 | 431 | 215 | -79 | -88 | -153 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,315 | 959 | 9,710 | 996 | 288 | -147 | 326 | -208 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 10,927 | 2,228 | 13,096 | 2,297 | -253 | -73 | 23 | -120 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 48,524 | 6,338 | 50,610 | 6,276 | 2,312 | 435 | 645 | 378 |
| | **Total Volumes** | 52,115 | | 55,864 | | 54,862 | | 56,886 | | 2,747 | | 1,022 | |
| | **% Through to Total Volumes** | 46% | | 47% | | 45% | | 48% | | 88% | | 71% | |
| Corridor Total person trips | A: Auto Mall Parkway | 9,585 | | 10,069 | | 9,757 | | 9,464 | | 172 | | -605 | |
| | B: Grimmer Blv/Fremont Blv | 8,848 | | 8,721 | | 12,933 | | 11,528 | | 4,085 | | 2,807 | |
| | C: Mission Blv | 8,121 | | 8,082 | | 7,754 | | 8,275 | | -367 | | 193 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 6,800 | | 6,453 | | 6,837 | | 6,022 | | 36 | | -431 | |
| | E: Calaveras Boulevard/SR 237 | 10,693 | | 12,324 | | 10,647 | | 12,169 | | -46 | | -156 | |
| | F: Montague Expwy/Tasman/Capitol | 16,695 | | 18,903 | | 16,239 | | 18,648 | | -456 | | -255 | |
| | **TOTAL** | 60,743 | | 64,553 | | 64,167 | | 66,107 | | 3,424 | | 1,554 | |
| Corridor AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 25 | 19 | 12 | 37 | 5 | 5 | 1 | 1 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 16 | 10 | 40 | 4 | 14 | 22 | 17 | -1 | -2 | 12 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 26 | 9 | 16 | 24 | 9 | 4 | 11 | 6 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 24 | 11 | 6 | 24 | -2 | 3 | -9 | 0 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 26 | 6 | 8 | 26 | 2 | 0 | 1 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 13 | 16 | 33 | 0 | 0 | 1 | 0 |
| | **AVG** | 24 | 8 | 11 | 24 | 29 | 10 | 12 | 28 | 5 | 2 | 0 | 3 |
| VMT | A: Auto Mall Parkway | 187,771 | | 256,097 | | 213,052 | | 221,776 | | 25,281 | | -34,320 | |
| | B: Grimmer Blv/Fremont Blv | 117,096 | | 217,821 | | 215,449 | | 290,457 | | 98,353 | | 72,636 | |
| | C: Mission Blv | 231,472 | | 239,592 | | 224,014 | | 239,604 | | -7,458 | | 11 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 103,477 | | 132,162 | | 111,383 | | 130,879 | | 7,906 | | -1,283 | |
| | E: Calaveras Boulevard/SR 237 | 162,415 | | 183,211 | | 161,289 | | 180,794 | | -1,126 | | -2,417 | |
| | F: Montague Expwy/Tasman/Capitol | 276,958 | | 296,969 | | 250,805 | | 277,695 | | -26,153 | | -19,274 | |
| | **TOTAL** | 1,079,189 | | 1,325,851 | | 1,175,993 | | 1,341,205 | | 96,804 | | 15,353 | |
| Congested time minus freeflow time (Min) | A: Auto Mall Parkway | 16,246 | | 19,807 | | 15,770 | | 19,963 | | -476 | | 156 | |
| | B: Grimmer Blv/Fremont Blv | 16,168 | | 19,642 | | 16,039 | | 20,051 | | -129 | | 409 | |
| | C: Mission Blv | 15,551 | | 19,221 | | 15,606 | | 19,289 | | 55 | | 68 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 15,798 | | 19,792 | | 15,621 | | 19,835 | | -177 | | 43 | |
| | E: Calaveras Boulevard/SR 237 | 15,922 | | 19,519 | | 15,739 | | 19,184 | | -183 | | -335 | |
| | F: Montague Expwy/Tasman/Capitol | 15,563 | | 19,562 | | 15,436 | | 19,662 | | -127 | | 100 | |
| | **TOTAL** | 95,248 | | 117,543 | | 94,211 | | 117,984 | | -1,037 | | 441 | |
| VHT | A: Auto Mall Parkway | 13,648 | | 24,536 | | 18,200 | | 21,964 | | 4,552 | | -2,571 | |
| | B: Grimmer Blv/Fremont Blv | 9,949 | | 21,525 | | 17,828 | | 26,499 | | 7,879 | | 4,974 | |
| | C: Mission Blv | 15,948 | | 23,486 | | 17,811 | | 23,911 | | 1,863 | | 424 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 7,134 | | 11,780 | | 9,264 | | 11,782 | | 2,130 | | 2 | |
| | E: Calaveras Boulevard/SR 237 | 9,579 | | 14,888 | | 11,831 | | 14,866 | | 2,251 | | -22 | |
| | F: Montague Expwy/Tasman/Capitol | 15,670 | | 21,900 | | 18,259 | | 20,264 | | 2,588 | | -1,636 | |
| | **TOTAL** | 71,928 | | 118,115 | | 93,192 | | 119,286 | | 21,264 | | 1,171 | |
| PHT | A: Auto Mall Parkway | 17,728 | | 26,297 | | 19,087 | | 23,284 | | 1,359 | | -3,013 | |
| | B: Grimmer Blv/Fremont Blv | 11,513 | | 22,318 | | 23,401 | | 30,962 | | 11,888 | | 8,644 | |
| | C: Mission Blv | 19,737 | | 24,548 | | 18,612 | | 24,698 | | -1,124 | | 150 | |
| | D: Scott Creek Rd/Dixon Landing Rd | 8,692 | | 13,180 | | 9,840 | | 12,613 | | 1,147 | | -567 | |
| | E: Calaveras Boulevard/SR 237 | 13,648 | | 17,178 | | 13,124 | | 16,228 | | -524 | | -950 | |
| | F: Montague Expwy/Tasman/Capitol | 24,945 | | 27,284 | | 22,402 | | 25,053 | | -2,543 | | -2,231 | |
| | **TOTAL** | 96,264 | | 130,805 | | 106,466 | | 132,839 | | 10,202 | | 2,034 | |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel (OD)
VHT = Vehicle Hour Trips (OD)
PHT = Person Hours of Travel (OD)
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area
Avg. Travel Time = Estimated average travel time based on specific Origin and Destination Points
LOS = Estimated levels of service based on 2000 HCM.



# Table E3A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative E3A (Calaveras Elevated HOV, along Los Coches St)

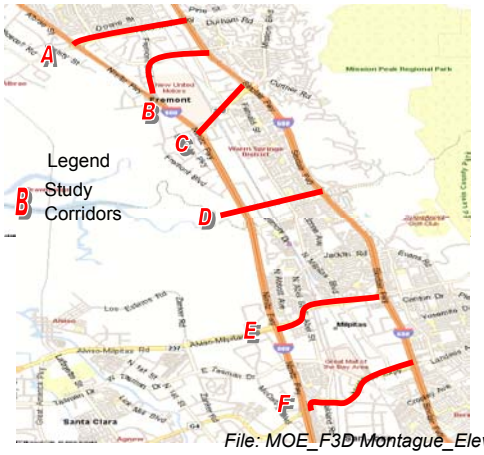
| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative E3A 2025 | | | | 2025 Change (E3A - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,414 | | 5,269 | | 8 | | -409 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,399 | | 4,468 | | 23 | | 18 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 4,492 | | 3,987 | | -424 | | -46 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,110 | | 1,892 | | 233 | | 188 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 3,917 | | 3,613 | | 1,745 | | 1,874 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 6,796 | | 7,857 | | -438 | | -741 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,535 | | 27,333 | | 1,146 | | 884 |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,892 | 642 | 8,011 | 550 | 348 | -195 | -28 | -280 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,775 | 395 | 8,126 | 301 | 12 | -55 | 269 | -26 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,988 | 487 | 6,647 | 403 | -102 | -240 | 69 | -133 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,870 | 431 | 5,351 | 434 | 260 | -51 | 316 | -150 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,552 | 2,917 | 10,261 | 2,946 | 525 | 1,810 | 877 | 1,742 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,600 | 1,620 | 13,008 | 1,580 | 421 | -682 | -65 | -837 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 47,121 | 6,135 | 51,245 | 6,183 | 1,464 | 588 | 1,438 | 316 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 53,256 | | 57,428 | | 2,052 | | 1,753 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 46% | | 48% | | 56% | | 50% |
| Corridor Total person trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,492 | | 9,408 | | -93 | | -662 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 8,751 | | 8,932 | | -97 | | 211 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 7,476 | | 7,843 | | -644 | | -239 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,943 | | 6,432 | | 142 | | -21 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 15,277 | | 17,211 | | 4,584 | | 4,887 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 15,609 | | 16,951 | | -1,086 | | -1,952 |
| | **TOTAL** | | 60,743 | | 64,553 | | 63,549 | | 66,777 | | 2,806 | | 2,224 |
| Corridor AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 21 | 17 | 11 | 35 | 1 | 2 | 0 | 0 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 23 | 4 | 10 | 13 | 0 | -1 | 0 | -3 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 20 | 6 | 5 | 23 | 2 | 1 | 0 | 5 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 24 | 9 | 15 | 23 | -2 | 2 | 0 | -1 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 38 | 13 | 16 | 39 | 14 | 8 | 9 | 14 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 12 | 16 | 33 | 0 | -1 | 1 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,538 | | 5,491 | | -28 | | 49 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 3,849 | | 4,417 | | -341 | | -414 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,032 | | 4,184 | | -166 | | -98 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,424 | | 2,921 | | -69 | | -50 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 9,268 | | 9,114 | | 2,964 | | 2,879 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 11,720 | | 12,890 | | -825 | | -1,263 |
| | **TOTAL** | | 36,296 | | 37,913 | | 37,830 | | 39,017 | | 1,535 | | 1,104 |
| Congested time minus freeflow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,527 | | 19,404 | | -719 | | -403 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 15,878 | | 20,062 | | -290 | | 420 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,548 | | 18,719 | | -3 | | -502 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,695 | | 19,829 | | -103 | | 37 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,892 | | 19,683 | | -30 | | 164 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,627 | | 19,417 | | 64 | | -145 |
| | **TOTAL** | | 95,248 | | 117,543 | | 94,167 | | 0 | | -1,081 | | -429 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 321 | | 377 | | -3 | | -4 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 656 | | 483 | | -66 | | 32 |
| | C: Mission Blv | | 503 | | 523 | | 409 | | 190 | | -94 | | -333 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 288 | | 178 | | -41 | | -19 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 529 | | 658 | | -28 | | 209 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 774 | | 594 | | -11 | | -139 |
| | **TOTAL** | | 3,220 | | 2,736 | | 2,977 | | 2,481 | | -243 | | -255 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 361 | | 404 | | -44 | | -31 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 693 | | 500 | | -52 | | 15 |
| | C: Mission Blv | | 556 | | 580 | | 420 | | 457 | | -136 | | -123 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 300 | | 196 | | -55 | | -28 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 692 | | 670 | | 31 | | 151 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 843 | | 671 | | -126 | | -244 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,308 | | 2,898 | | -382 | | -260 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table F3D: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative F3D (Montague Elevated HOV)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative F3D 2025 | | | | 2025 Change (F3D - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,307 | | 5,585 | | -99 | | -93 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,383 | | 4,412 | | 7 | | -39 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 4,746 | | 3,951 | | -171 | | -82 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,119 | | 1,782 | | 242 | | 78 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,216 | | 1,658 | | 44 | | -81 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,757 | | 8,831 | | 523 | | 233 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,535 | | 27,333 | | 546 | | 16 |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,499 | 802 | 8,113 | 810 | -44 | -35 | 74 | -20 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,811 | 398 | 7,815 | 316 | 48 | -52 | -42 | -11 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 5,977 | 680 | 6,545 | 531 | -113 | -47 | -32 | -5 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,770 | 462 | 5,003 | 605 | 160 | -21 | -32 | 22 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,508 | 1,098 | 9,687 | 1,105 | 482 | -8 | 302 | -99 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 12,111 | 2,545 | 13,710 | 2,671 | 931 | 244 | 637 | 255 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 47,676 | 5,985 | 50,873 | 6,039 | 1,464 | 82 | 907 | 141 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 53,661 | | 56,912 | | 1,546 | | 1,048 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 46% | | 48% | | 35% | | 2% |
| Corridor Total person trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,461 | | 10,107 | | -124 | | 38 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 8,787 | | 8,655 | | -60 | | -66 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 7,938 | | 8,042 | | -182 | | -41 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,919 | | 6,474 | | 119 | | 21 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 11,158 | | 12,407 | | 465 | | 83 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 18,192 | | 20,122 | | 1,497 | | 1,219 |
| | **TOTAL** | | 60,743 | | 64,553 | | 62,456 | | 65,807 | | 1,713 | | 1,254 |
| Corridor AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 22 | 16 | 10 | 34 | 1 | 2 | -1 | -1 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 24 | 4 | 10 | 17 | 1 | -1 | 0 | 1 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 18 | 5 | 4 | 23 | 0 | 0 | 0 | 5 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 26 | 9 | 16 | 25 | 0 | 1 | 1 | 0 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 25 | 8 | 8 | 26 | 0 | 2 | 1 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 39 | 13 | 21 | 32 | 4 | 0 | 7 | -1 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,580 | | 5,557 | | 14 | | 115 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 4,231 | | 4,752 | | 41 | | -80 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,269 | | 4,227 | | 71 | | -54 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,494 | | 3,018 | | 2 | | 47 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,271 | | 6,173 | | -34 | | -62 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 14,221 | | 15,125 | | 1,675 | | 973 |
| | **TOTAL** | | 36,296 | | 37,913 | | 38,064 | | 38,853 | | 1,769 | | 940 |
| Congested time minus freeflow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,701 | | 19,897 | | -545 | | 90 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 16,053 | | 19,645 | | -115 | | 3 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,705 | | 19,355 | | 154 | | 134 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,877 | | 19,767 | | 79 | | -25 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,824 | | 19,226 | | -98 | | -293 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,963 | | 19,800 | | 400 | | 238 |
| | **TOTAL** | | 95,248 | | 117,543 | | 95,123 | | 117,690 | | -125 | | 147 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 324 | | 413 | | 0 | | 32 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 676 | | 451 | | -46 | | -1 |
| | C: Mission Blv | | 503 | | 523 | | 493 | | 547 | | -10 | | 24 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 321 | | 195 | | -9 | | -2 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 437 | | 429 | | -120 | | -21 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 780 | | 752 | | -5 | | 19 |
| | **TOTAL** | | 3,220 | | 2,736 | | 3,031 | | 2,787 | | -189 | | 50 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 390 | | 465 | | -16 | | 30 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 781 | | 477 | | 36 | | -8 |
| | C: Mission Blv | | 556 | | 580 | | 520 | | 591 | | -36 | | 11 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 306 | | 225 | | -49 | | 1 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 483 | | 490 | | -177 | | -29 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 1,027 | | 925 | | 58 | | 10 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,507 | | 3,173 | | -183 | | 15 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area



# Table C1A: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative C1A (Mission Blv 4-Lanes below grade, mixed flow)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative C1A 2025 | | | | 2025 Change (C1A - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,298 | | 5,802 | | -108 | | 124 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,414 | | 4,440 | | 37 | | -10 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 5,681 | | 5,120 | | 765 | | 1,087 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 1,988 | | 2,024 | | 111 | | 320 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,149 | | 1,588 | | -23 | | -150 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,006 | | 8,359 | | -228 | | -239 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,535 | | 27,333 | | 553 | | 1,131 |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,888 | 729 | 8,253 | 739 | 344 | -107 | 215 | -91 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,958 | 450 | 8,123 | 299 | 195 | 1 | 266 | -29 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 6,378 | 1,076 | 7,444 | 1,035 | 288 | 349 | 867 | 499 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,731 | 434 | 4,964 | 594 | 121 | -49 | -71 | 11 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,054 | 1,171 | 9,528 | 1,147 | 27 | 65 | 143 | -57 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,113 | 2,274 | 12,932 | 2,369 | -66 | -27 | -140 | -47 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 47,121 | 6,135 | 51,245 | 6,183 | 909 | 232 | 1,279 | 286 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 53,256 | | 57,428 | | 1,141 | | 1,565 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 46% | | 48% | | 49% | | 72% |
| Corridor Total person trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,663 | | 10,079 | | 78 | | 10 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 9,043 | | 8,926 | | 195 | | 205 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 9,320 | | 10,171 | | 1,200 | | 2,088 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,809 | | 6,414 | | 8 | | -39 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 10,850 | | 12,332 | | 157 | | 8 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,564 | | 18,624 | | -131 | | -279 |
| | **TOTAL** | | 60,743 | | 64,553 | | 62,249 | | 66,545 | | 1,506 | | 1,992 |
| AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 18 | 19 | 13 | 33 | -2 | 5 | 2 | -3 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 24 | 4 | 8 | 16 | 1 | -1 | -2 | 0 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 35 | 23 | 13 | 39 | 18 | 19 | 8 | 21 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 24 | 10 | 17 | 24 | -2 | 3 | 2 | -1 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 26 | 6 | 7 | 25 | 2 | 0 | 0 | 0 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 12 | 17 | 33 | 0 | -1 | 2 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,653 | | 5,712 | | 86 | | 270 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 3,922 | | 4,554 | | -268 | | -277 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,874 | | 4,985 | | 677 | | 704 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,280 | | 2,854 | | -213 | | -117 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,132 | | 6,157 | | -172 | | -78 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,413 | | 13,772 | | -133 | | -380 |
| | **TOTAL** | | 36,296 | | 37,913 | | 36,273 | | 38,035 | | -23 | | 122 |
| Congest edtime minus free flow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,831 | | 19,644 | | -415 | | -163 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 16,038 | | 19,675 | | -130 | | 33 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,792 | | 19,076 | | 241 | | -145 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,903 | | 19,275 | | 105 | | -517 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,926 | | 19,543 | | 4 | | 24 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,530 | | 19,450 | | -33 | | -112 |
| | **TOTAL** | | 95,248 | | 117,543 | | 95,020 | | 116,663 | | -228 | | -880 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 322 | | 385 | | -2 | | 4 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 617 | | 509 | | -105 | | 58 |
| | C: Mission Blv | | 503 | | 523 | | 175 | | 246 | | -328 | | -277 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 253 | | 159 | | -76 | | -38 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 504 | | 418 | | -53 | | -32 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 785 | | 669 | | 1 | | -63 |
| | **TOTAL** | | 3,220 | | 2,736 | | 2,656 | | 2,387 | | -564 | | -349 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 405 | | 419 | | 0 | | -16 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 688 | | 533 | | -57 | | 48 |
| | C: Mission Blv | | 556 | | 580 | | 195 | | 294 | | -361 | | -286 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 379 | | 190 | | 24 | | -35 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 587 | | 483 | | -73 | | -36 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 953 | | 837 | | -15 | | -77 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,207 | | 2,756 | | -483 | | -403 |

**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Table C1D: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base, Alternative C1D (Mission Blv 4-Lanes Below-Grade HOV)

| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative C1D 2025 | | | | 2025 Change (C1D - Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,159 | | 4,679 | | -247 | | -999 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,470 | | 4,428 | | 93 | | -22 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 6,220 | | 4,849 | | 1,303 | | 816 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,036 | | 2,053 | | 159 | | 349 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,055 | | 1,612 | | -117 | | -127 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 6,729 | | 8,226 | | -504 | | -372 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,535 | | 27,333 | | 687 | | -355 |
| Corridor Traffic volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,780 | 531 | 6,938 | 637 | 237 | -305 | -1,101 | -193 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 8,046 | 427 | 8,184 | 282 | 283 | -22 | 327 | -45 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 6,387 | 2,095 | 6,729 | 1,654 | 297 | 1,369 | 151 | 1,117 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,999 | 450 | 5,474 | 444 | 389 | -32 | 439 | -139 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 8,347 | 790 | 9,693 | 899 | 320 | -316 | 309 | -305 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 10,997 | 2,108 | 12,981 | 2,250 | -182 | -194 | -92 | -167 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 47,121 | 6,135 | 51,245 | 6,183 | 1,344 | 499 | 33 | 268 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 53,256 | | 57,428 | | 1,843 | | 302 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 46% | | 48% | | 37% | | -118% |
| Corridor Total person trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,123 | | 8,540 | | -462 | | -1,529 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 9,082 | | 8,940 | | 234 | | 219 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 11,562 | | 10,790 | | 3,441 | | 2,708 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 7,121 | | 6,594 | | 320 | | 140 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 10,322 | | 11,944 | | -371 | | -380 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,055 | | 18,429 | | -640 | | -474 |
| | **TOTAL** | | 60,743 | | 64,553 | | 63,265 | | 65,236 | | 2,523 | | 683 |
| Corridor AVG SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 21 | 22 | 11 | 37 | 0 | 8 | 0 | 1 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 23 | 5 | 9 | 15 | 0 | 0 | -1 | -1 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 37 | 17 | 29 | 37 | 20 | 12 | 25 | 19 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 26 | 12 | 9 | 27 | -1 | 4 | -6 | 2 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 25 | 7 | 7 | 26 | 1 | 1 | 0 | 1 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 12 | 16 | 33 | 0 | -1 | 2 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,691 | | 5,011 | | 124 | | -431 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 3,927 | | 4,212 | | -263 | | -620 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 6,096 | | 5,655 | | 1,898 | | 1,373 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,476 | | 2,592 | | -16 | | -379 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,156 | | 6,128 | | -148 | | -107 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,349 | | 13,180 | | -196 | | -972 |
| | **TOTAL** | | 36,296 | | 37,913 | | 37,695 | | 36,777 | | 1,399 | | -1,135 |
| congested time minus free flow time | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 15,874 | | 19,522 | | -372 | | -285 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 15,881 | | 19,452 | | -287 | | -190 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,771 | | 19,295 | | 220 | | 74 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,609 | | 19,236 | | -189 | | -556 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,852 | | 19,222 | | -70 | | -297 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,288 | | 19,269 | | -275 | | -293 |
| | **TOTAL** | | 95,248 | | 117,543 | | 94,275 | | 115,996 | | -973 | | -1,547 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 275 | | 296 | | -49 | | -86 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 603 | | 402 | | -119 | | -50 |
| | C: Mission Blv | | 503 | | 523 | | 222 | | 155 | | -281 | | -368 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 327 | | 145 | | -2 | | -53 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 464 | | 415 | | -93 | | -35 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 824 | | 603 | | 40 | | -129 |
| | **TOTAL** | | 3,220 | | 2,736 | | 2,715 | | 2,016 | | -505 | | -720 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 327 | | 336 | | -78 | | -99 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 744 | | 564 | | -2 | | 79 |
| | C: Mission Blv | | 556 | | 580 | | 233 | | 206 | | -323 | | -374 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 350 | | 218 | | -5 | | -7 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 513 | | 926 | | -147 | | 407 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 923 | | 820 | | -46 | | -95 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,089 | | 3,070 | | -601 | | -88 |

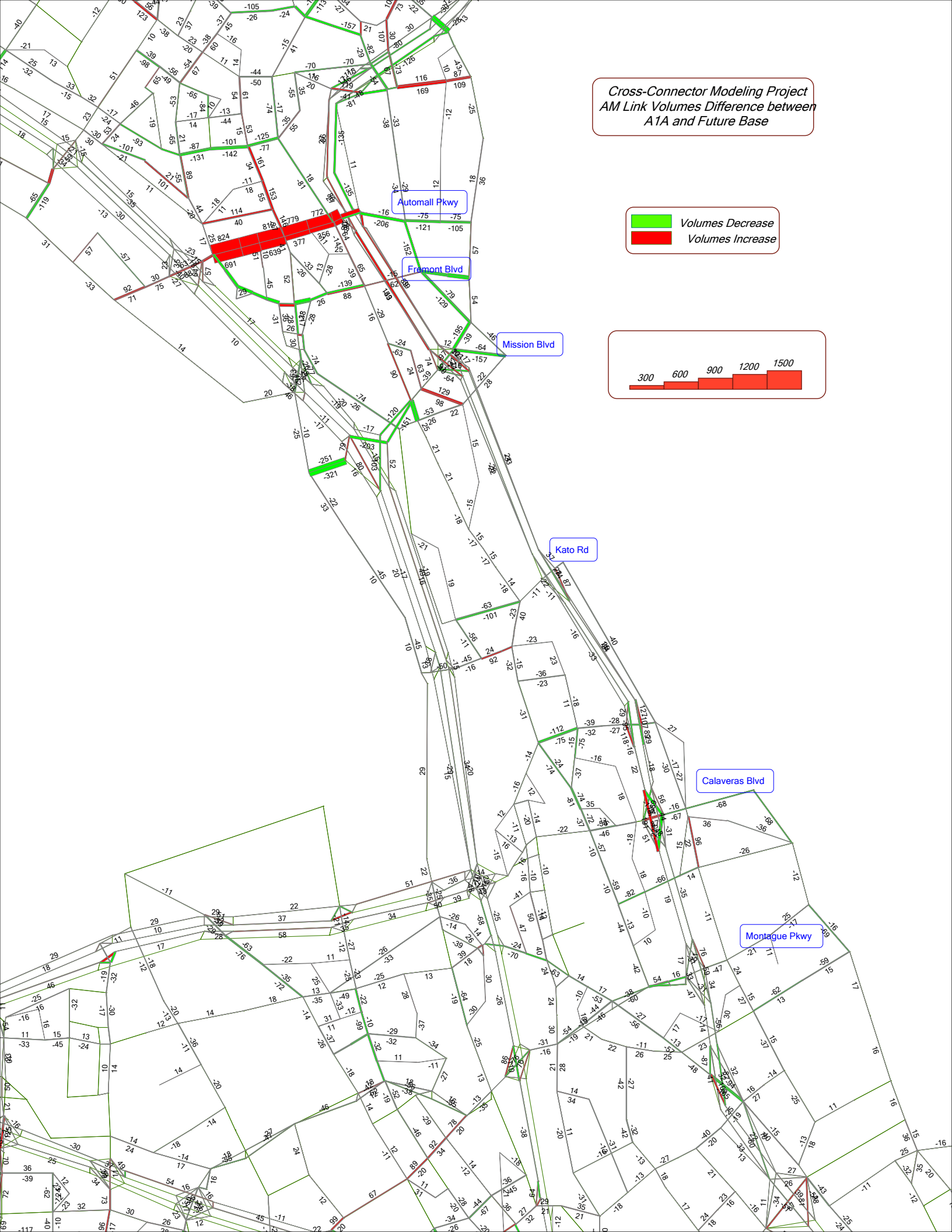
**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

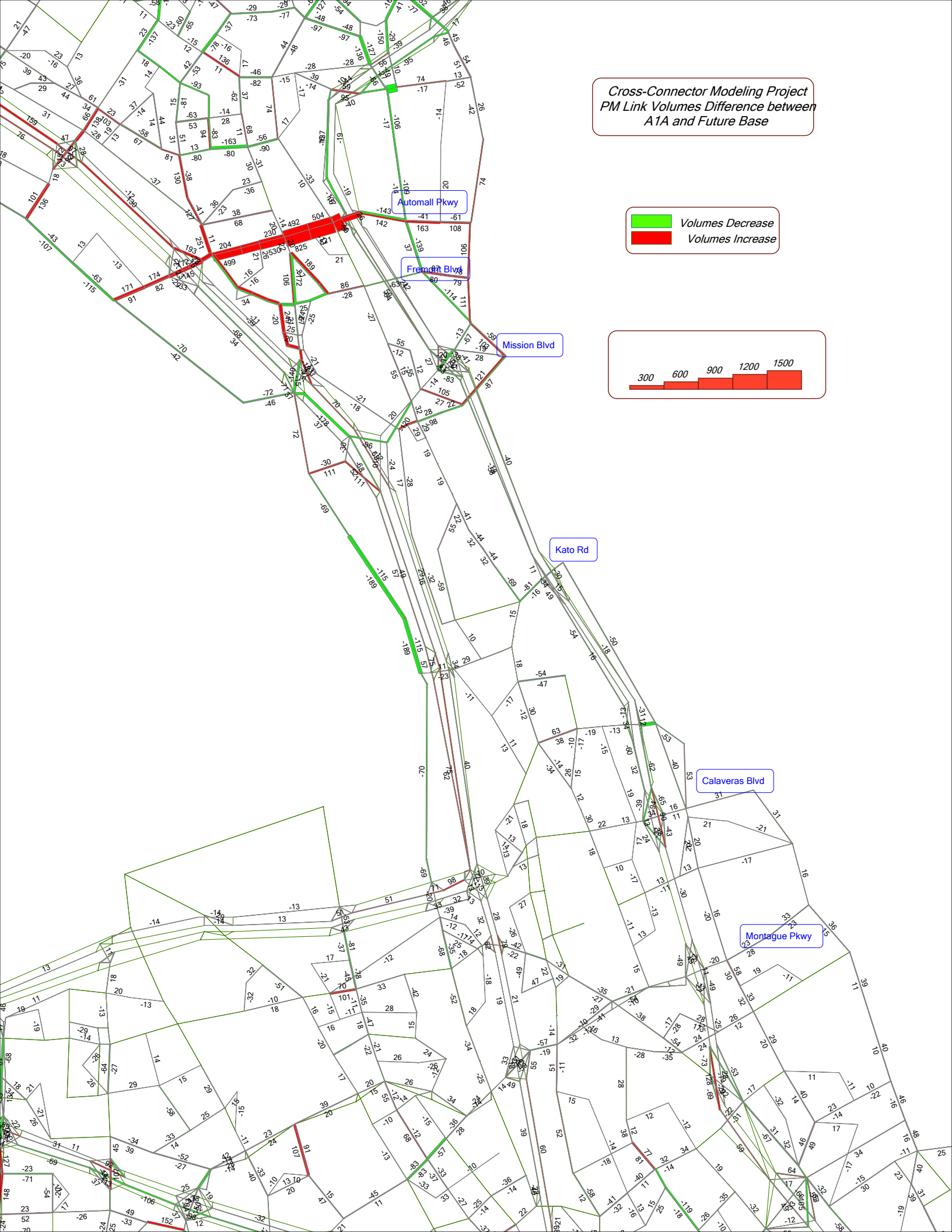
## Table C2: Comparison of Measures of Effectiveness (MOEs) for the 2025 Base and Mission Improvement Alternative, C2 (WS Grade Sepr, Warren Ovrp, ..)

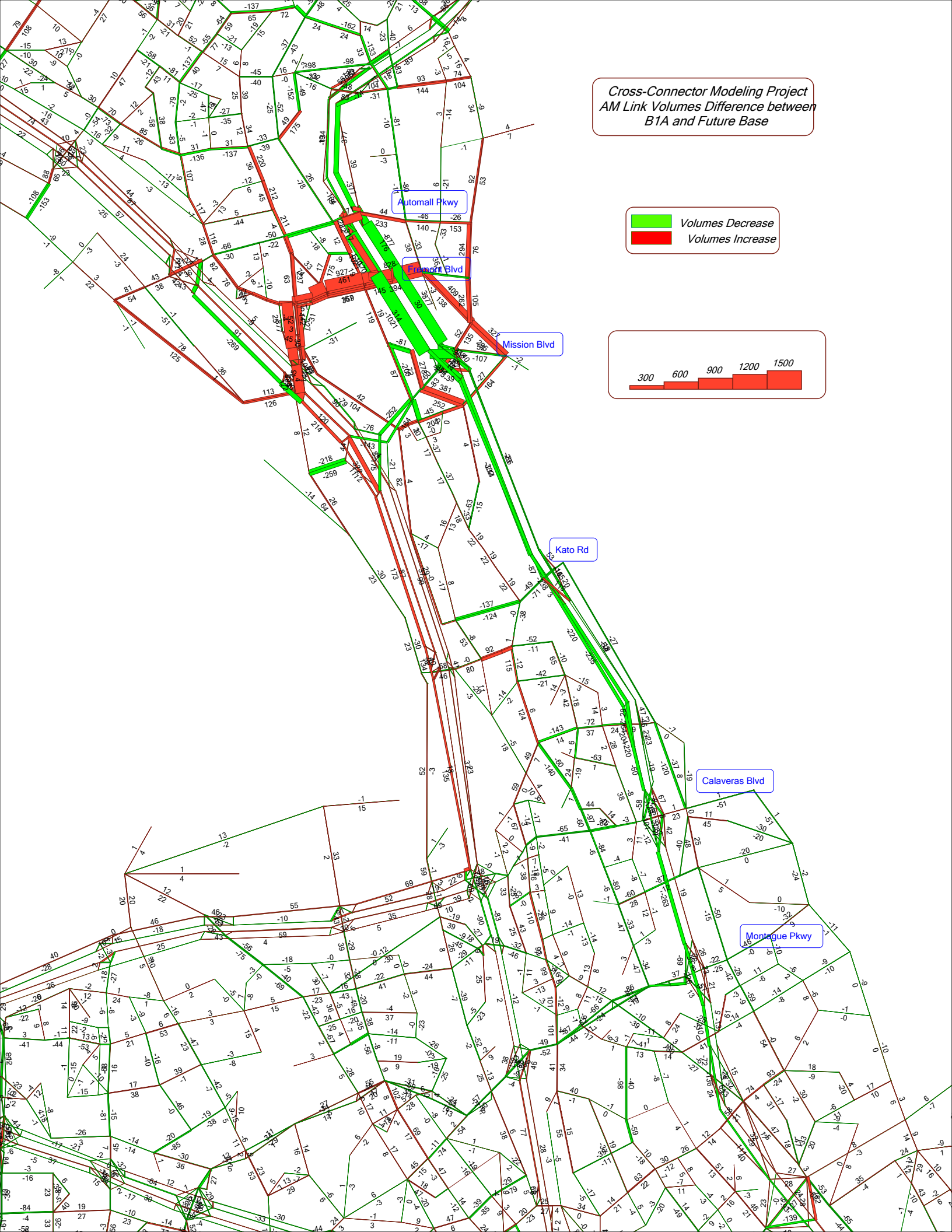
| MOEs | CORRIDOR | Future 2025 Base | | | | Alternative MI 2025 | | | | 2025 Change (MI- Base) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM | | PM | | AM | | PM | | AM | | PM | |
| Study Area Through Trips | A: Auto Mall Parkway | | 5,406 | | 5,678 | | 5,306 | | 5,446 | | -99 | | -232 |
| | B: Grimmer Blv/Fremont Blv | | 2,377 | | 4,451 | | 2,458 | | 4,349 | | 81 | | -101 |
| | C: Mission Blv | | 4,916 | | 4,033 | | 5,648 | | 4,777 | | 732 | | 744 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 1,877 | | 1,704 | | 2,156 | | 1,748 | | 279 | | 44 |
| | E: Calaveras Boulevard/SR 237 | | 2,172 | | 1,739 | | 2,054 | | 1,664 | | -118 | | -74 |
| | F: Montague Expwy/Tasman/Capitol | | 7,234 | | 8,598 | | 7,066 | | 8,227 | | -168 | | -371 |
| | **TOTAL** | | 23,982 | | 26,203 | | 24,688 | | 26,212 | | 706 | | 9 |
| Corridor Traffic Volumes (Drive Alone/HOV) | A: Auto Mall Parkway | 7,543 | 837 | 8,039 | 830 | 7,519 | 857 | 7,893 | 791 | -25 | 20 | -146 | -39 |
| | B: Grimmer Blv/Fremont Blv | 7,763 | 449 | 7,857 | 327 | 7,787 | 473 | 7,977 | 305 | 24 | 24 | 120 | -22 |
| | C: Mission Blv | 6,090 | 727 | 6,577 | 537 | 6,257 | 745 | 6,762 | 684 | 167 | 18 | 184 | 148 |
| | D: Scott Creek Rd/Dixon Landing Rd | 5,610 | 483 | 5,035 | 583 | 5,790 | 482 | 4,806 | 628 | 180 | -1 | -229 | 45 |
| | E: Calaveras Boulevard/SR 237 | 8,026 | 1,106 | 9,384 | 1,204 | 7,911 | 1,172 | 9,371 | 1,132 | -116 | 66 | -13 | -72 |
| | F: Montague Expwy/Tasman/Capitol | 11,180 | 2,302 | 13,073 | 2,417 | 11,144 | 2,258 | 12,773 | 2,345 | -36 | -43 | -300 | -72 |
| | **TOTAL** | 46,212 | 5,903 | 49,966 | 5,898 | 46,407 | 5,988 | 49,582 | 5,885 | 195 | 84 | -384 | -13 |
| | **Total Volumes** | | 52,115 | | 55,864 | | 52,394 | | 55,467 | | 279 | | -397 |
| | **% Through to Total Volumes** | | 46% | | 47% | | 47% | | 47% | | 253% | | -2% |
| Corridor Total Person Trips | A: Auto Mall Parkway | | 9,585 | | 10,069 | | 9,589 | | 9,829 | | 3 | | -240 |
| | B: Grimmer Blv/Fremont Blv | | 8,848 | | 8,721 | | 8,939 | | 8,796 | | 91 | | 75 |
| | C: Mission Blv | | 8,121 | | 8,082 | | 8,119 | | 8,630 | | -2 | | 547 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 6,800 | | 6,453 | | 6,999 | | 6,330 | | 199 | | -123 |
| | E: Calaveras Boulevard/SR 237 | | 10,693 | | 12,324 | | 10,710 | | 12,154 | | 16 | | -170 |
| | F: Montague Expwy/Tasman/Capitol | | 16,695 | | 18,903 | | 16,546 | | 18,413 | | -149 | | -490 |
| | **TOTAL** | | 60,743 | | 64,553 | | 60,901 | | 64,152 | | 159 | | -401 |
| Corridor Avg. SPEED (mph) (EB/WB) | A: Auto Mall Parkway | 20 | 15 | 11 | 35 | 20 | 15 | 11 | 35 | 0 | 1 | 0 | -1 |
| | B: Grimmer Blv/Fremont Blv | 23 | 5 | 10 | 16 | 22 | 6 | 12 | 18 | -1 | 1 | 2 | 2 |
| | C: Mission Blv | 18 | 5 | 4 | 18 | 30 | 5 | 5 | 28 | 12 | 0 | 1 | 10 |
| | D: Scott Creek Rd/Dixon Landing Rd | 26 | 8 | 15 | 25 | 29 | 12 | 13 | 30 | 3 | 5 | -2 | 5 |
| | E: Calaveras Boulevard/SR 237 | 24 | 6 | 7 | 25 | 26 | 6 | 8 | 25 | 2 | 0 | 0 | 0 |
| | F: Montague Expwy/Tasman/Capitol | 34 | 13 | 15 | 33 | 34 | 13 | 16 | 33 | 0 | 0 | 1 | 0 |
| | | | | | | | | | | | | | |
| Corridor Level VMT | A: Auto Mall Parkway | | 5,566 | | 5,442 | | 5,619 | | 5,472 | | 52 | | 30 |
| | B: Grimmer Blv/Fremont Blv | | 4,189 | | 4,831 | | 4,188 | | 4,677 | | -2 | | -154 |
| | C: Mission Blv | | 4,198 | | 4,282 | | 4,316 | | 4,704 | | 118 | | 422 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 3,492 | | 2,971 | | 3,455 | | 2,826 | | -37 | | -145 |
| | E: Calaveras Boulevard/SR 237 | | 6,304 | | 6,235 | | 6,189 | | 6,120 | | -116 | | -115 |
| | F: Montague Expwy/Tasman/Capitol | | 12,545 | | 14,152 | | 12,285 | | 13,755 | | -261 | | -397 |
| | **TOTAL** | | 36,296 | | 37,913 | | 36,050 | | 37,554 | | -246 | | -359 |
| Congested time minus free flow time (min) | A: Auto Mall Parkway | | 16,246 | | 19,807 | | 16,120 | | 20,259 | | -126 | | 452 |
| | B: Grimmer Blv/Fremont Blv | | 16,168 | | 19,642 | | 16,008 | | 19,810 | | -160 | | 168 |
| | C: Mission Blv | | 15,551 | | 19,221 | | 15,316 | | 19,691 | | -235 | | 470 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 15,798 | | 19,792 | | 15,661 | | 19,991 | | -137 | | 199 |
| | E: Calaveras Boulevard/SR 237 | | 15,922 | | 19,519 | | 15,869 | | 19,703 | | -53 | | 184 |
| | F: Montague Expwy/Tasman/Capitol | | 15,563 | | 19,562 | | 15,396 | | 19,827 | | -167 | | 265 |
| | **TOTAL** | | 95,248 | | 117,543 | | 94,370 | | 119,281 | | -878 | | 1,738 |
| Corridor Level VHT | A: Auto Mall Parkway | | 324 | | 381 | | 349 | | 369 | | 25 | | -12 |
| | B: Grimmer Blv/Fremont Blv | | 722 | | 452 | | 528 | | 377 | | -194 | | -75 |
| | C: Mission Blv | | 503 | | 523 | | 622 | | 573 | | 119 | | 50 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 330 | | 197 | | 278 | | 176 | | -51 | | -21 |
| | E: Calaveras Boulevard/SR 237 | | 557 | | 450 | | 521 | | 422 | | -36 | | -27 |
| | F: Montague Expwy/Tasman/Capitol | | 784 | | 733 | | 723 | | 676 | | -61 | | -56 |
| | **TOTAL** | | 3,220 | | 2,736 | | 3,022 | | 2,594 | | -198 | | -142 |
| Corridor Level PHT | A: Auto Mall Parkway | | 405 | | 435 | | 371 | | 391 | | -34 | | -44 |
| | B: Grimmer Blv/Fremont Blv | | 745 | | 485 | | 608 | | 411 | | -138 | | -74 |
| | C: Mission Blv | | 556 | | 580 | | 570 | | 599 | | 14 | | 19 |
| | D: Scott Creek Rd/Dixon Landing Rd | | 355 | | 225 | | 332 | | 209 | | -23 | | -16 |
| | E: Calaveras Boulevard/SR 237 | | 660 | | 519 | | 648 | | 487 | | -12 | | -32 |
| | F: Montague Expwy/Tasman/Capitol | | 969 | | 915 | | 875 | | 869 | | -94 | | -46 |
| | **TOTAL** | | 3,690 | | 3,158 | | 3,404 | | 2,966 | | -287 | | -192 |

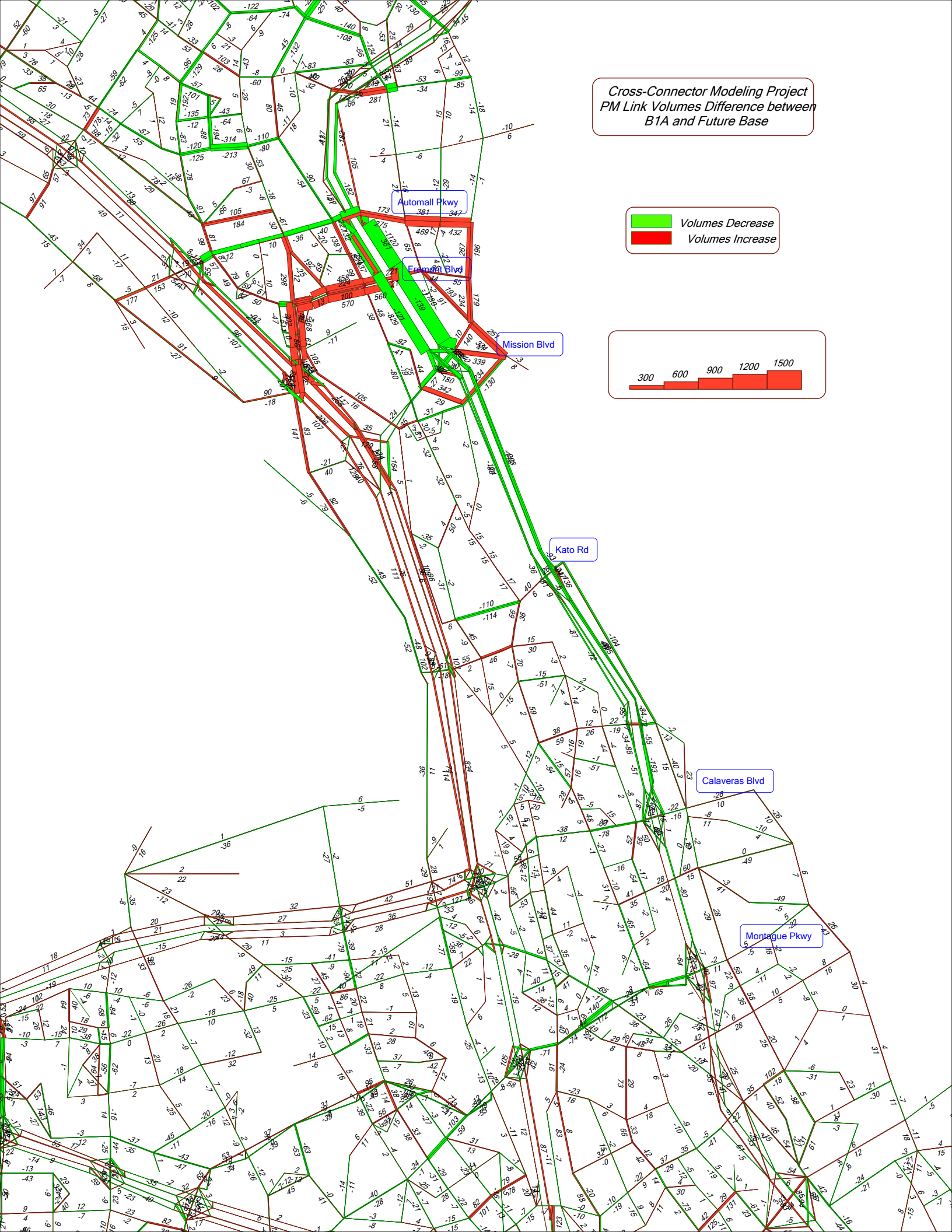
**Notes:**
The following MOEs are defined for trips using the corridor.
VMT = Vehicle Miles of Travel
VHT = Vehicle Hour Trips
PHT = Person Hours of Travel
HOV = High Occupancy Vehicles
Mixed Flow = Drive Alone and Transit Trips
(EB/WB) = Eastbound/Westbound
Through Trips = Traffic that begins and end outside of the study area

# Appendix E
# Traffic Analysis Results
# Difference Plots


Cross-Connector Modeling Project
AM Link Volumes Difference between
A1A and Future Base
Volumes Decrease
Volumes Increase
300
600
900
1200
1500
Automall Pkwy
Fremont Blvd
Mission Blvd
Kato Rd
Calaveras Blvd
Montague Pkwy


Cross-Connector Modeling Project
PM Link Volumes Difference between
A1A and Future Base
Volumes Decrease
Volumes Increase
300
600
900
1200
1500
Automall Pkwy
Fremont Blvd
Mission Blvd
Kato Rd
Calaveras Blvd
Montague Pkwy


Cross-Connector Modeling Project
AM Link Volumes Difference between
B1A and Future Base
Volumes Decrease
Volumes Increase
300
600
900
1200
1500
Automall Pkwy
Fremont Blvd
Mission Blvd
Kato Rd
Calaveras Blvd
Montague Pkwy


Cross-Connector Modeling Project
PM Link Volumes Difference between
B1A and Future Base
Volumes Decrease
Volumes Increase
300
600
900
1200
1500
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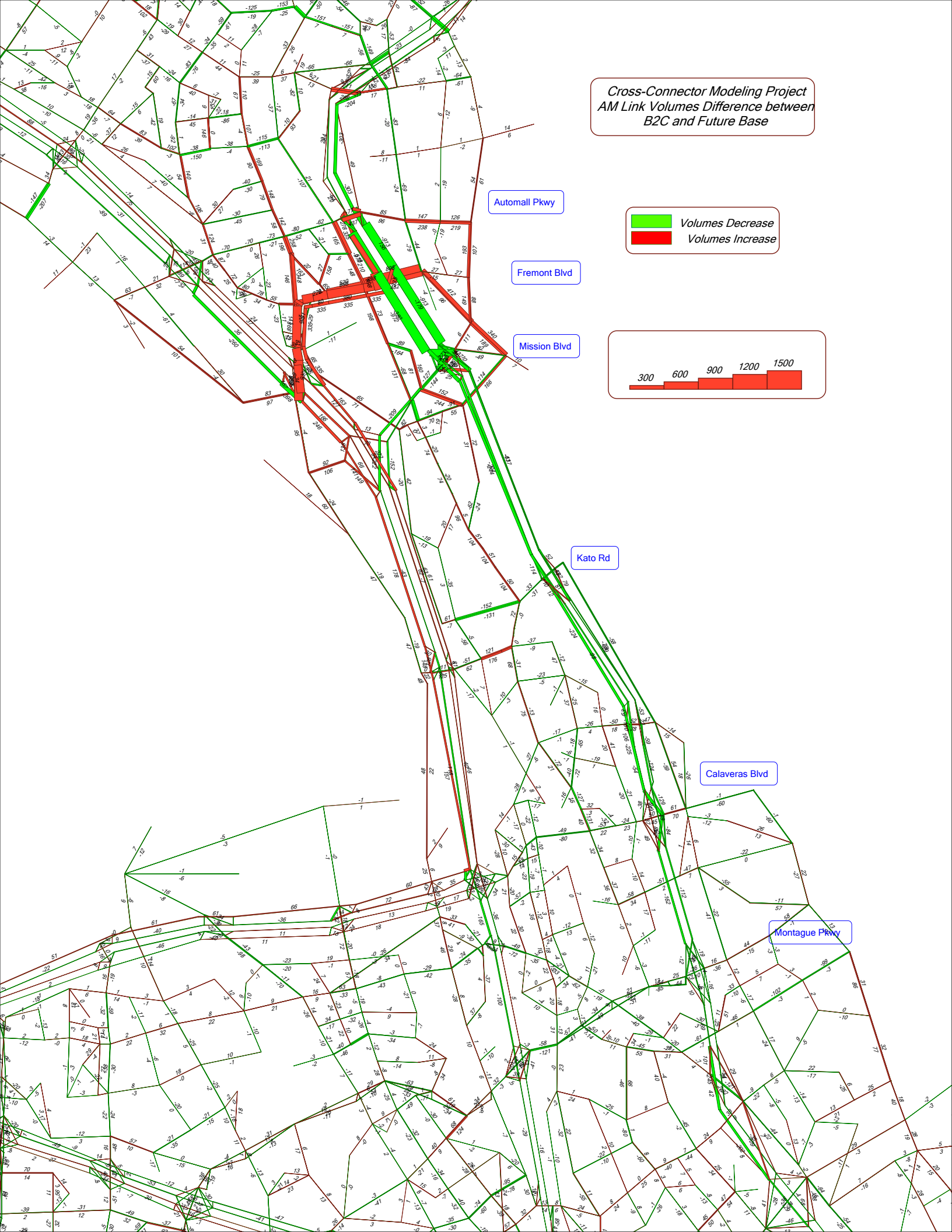
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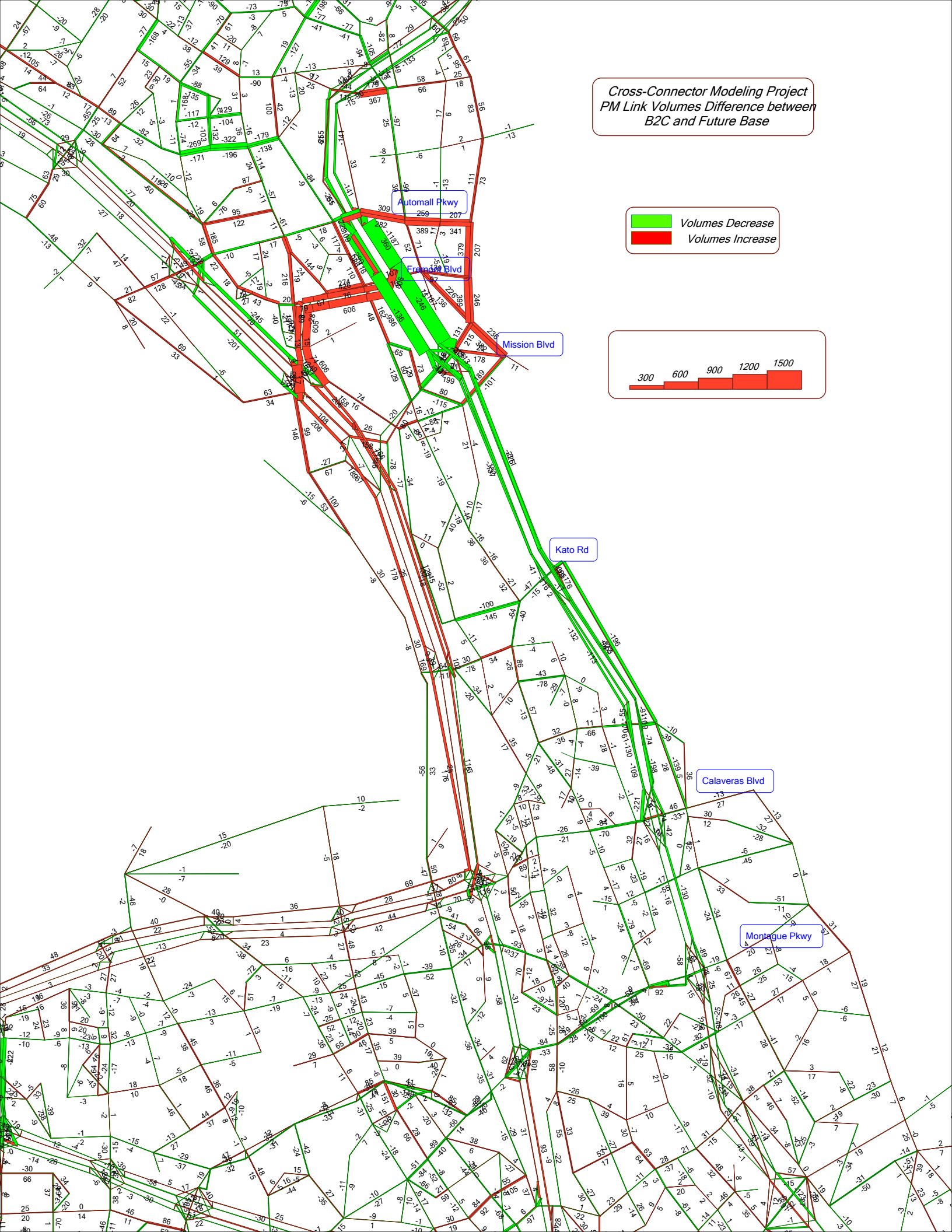
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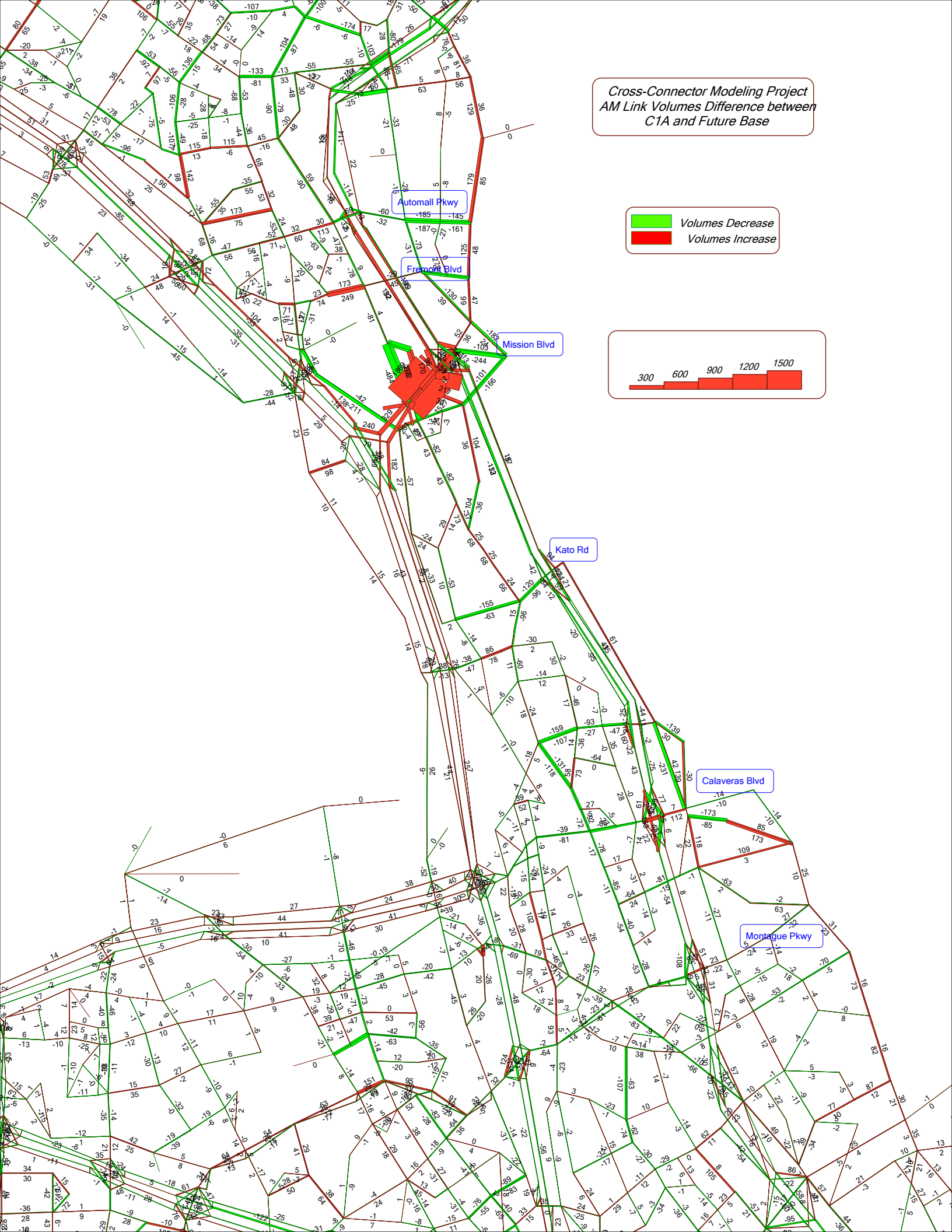
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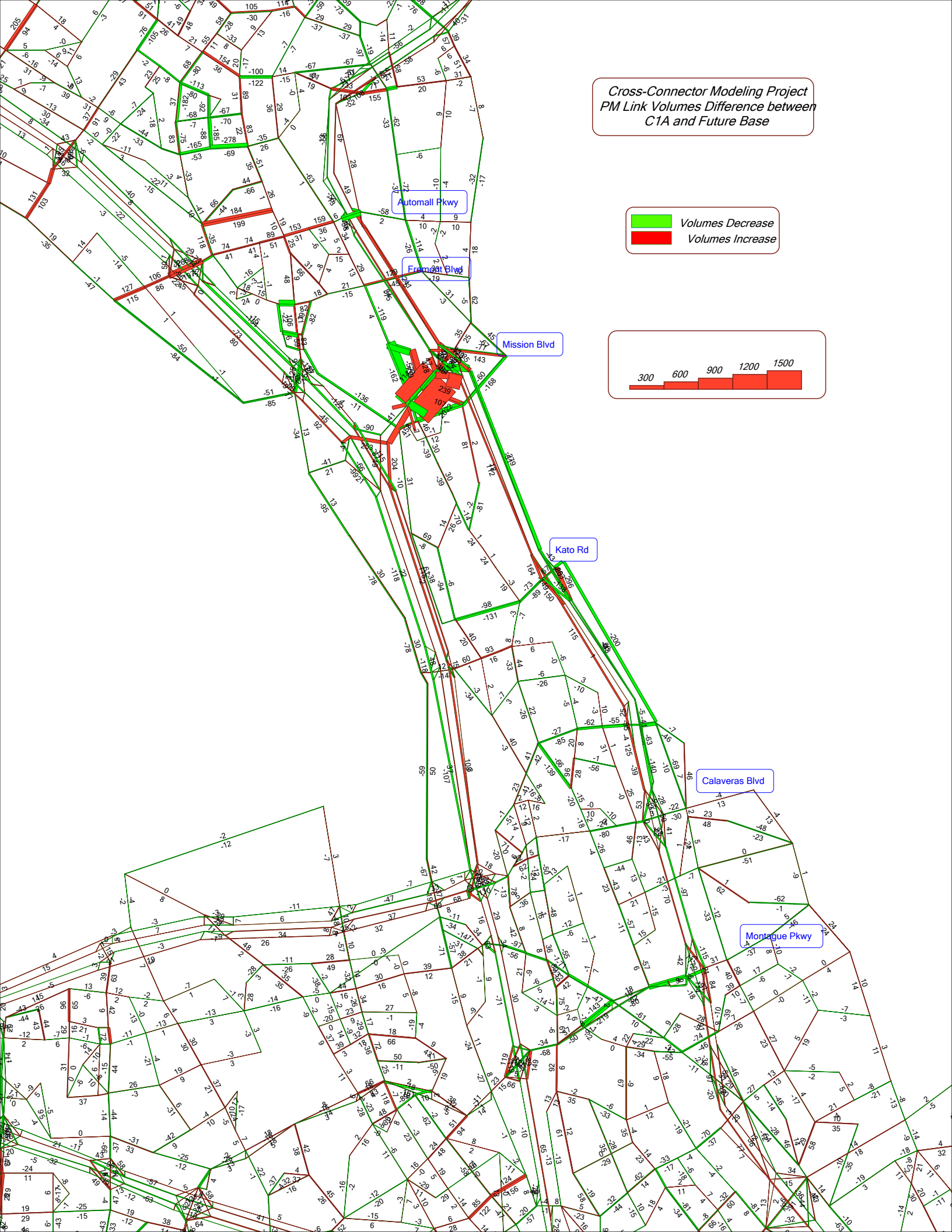
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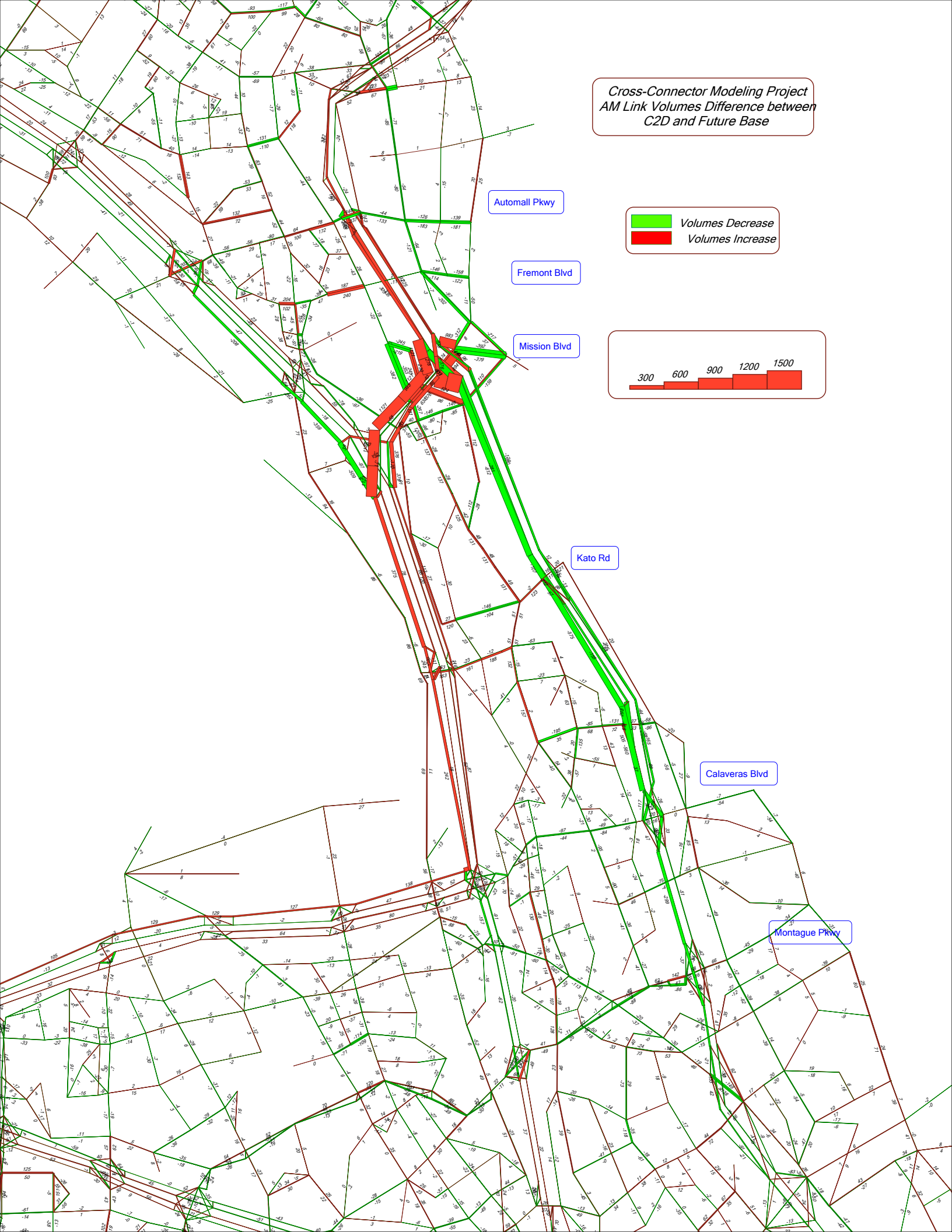
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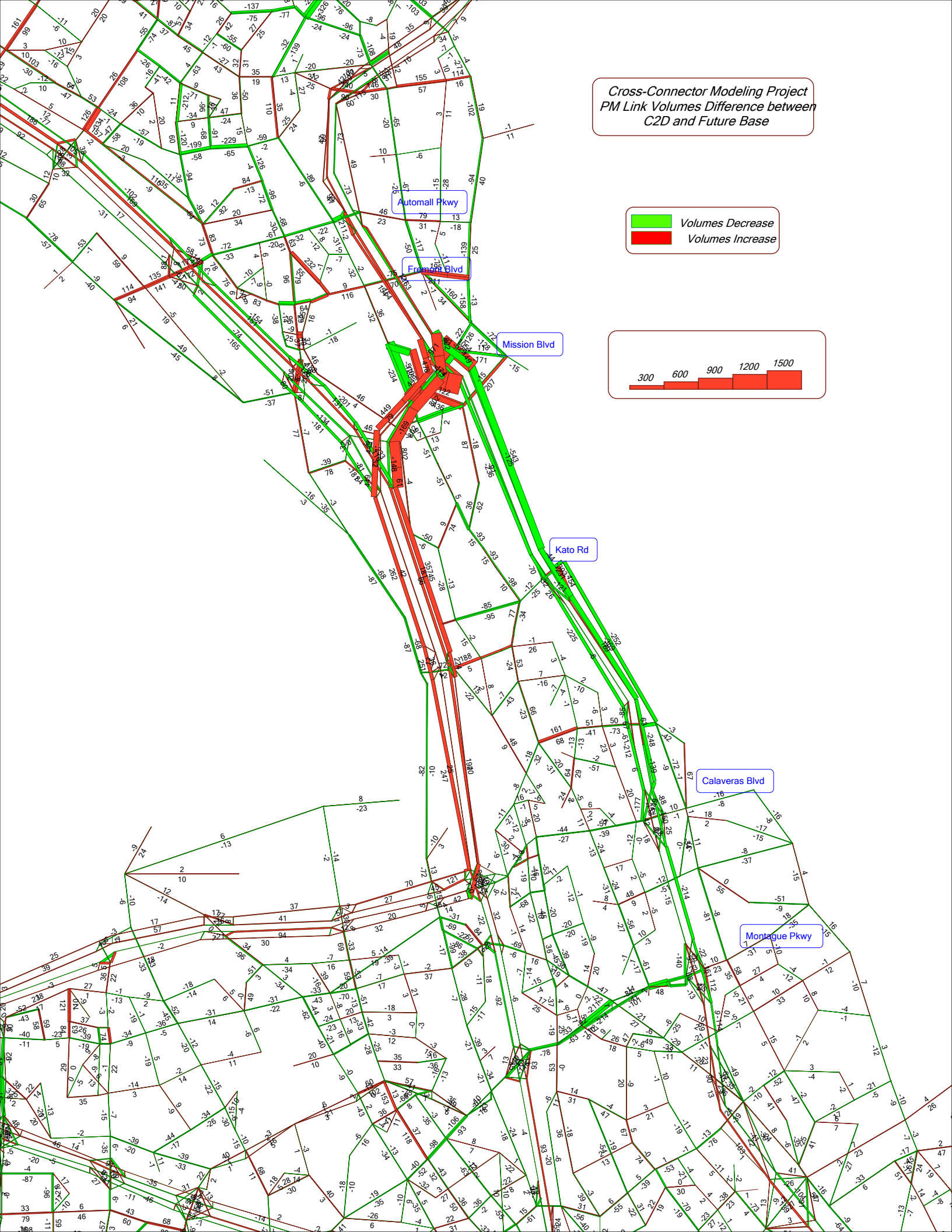
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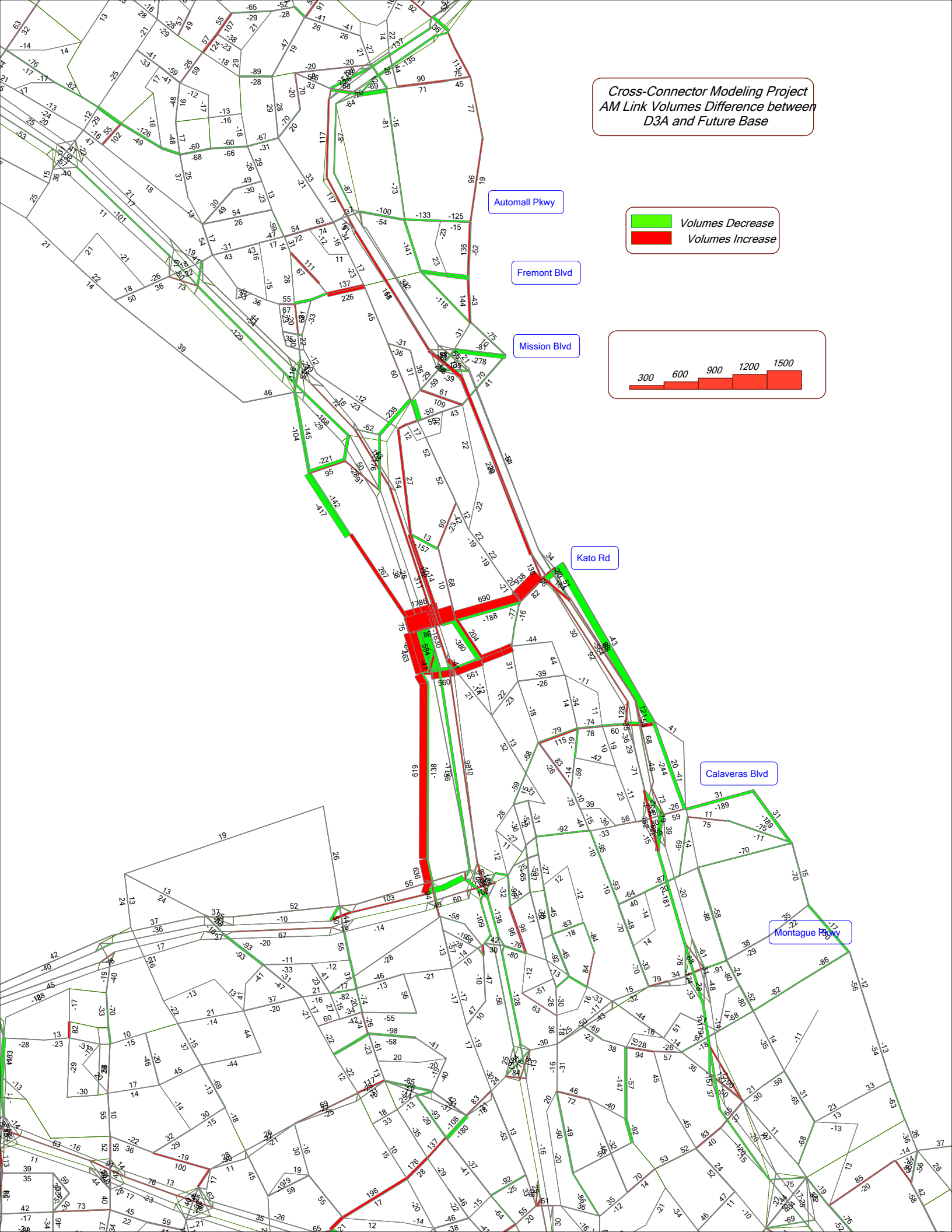
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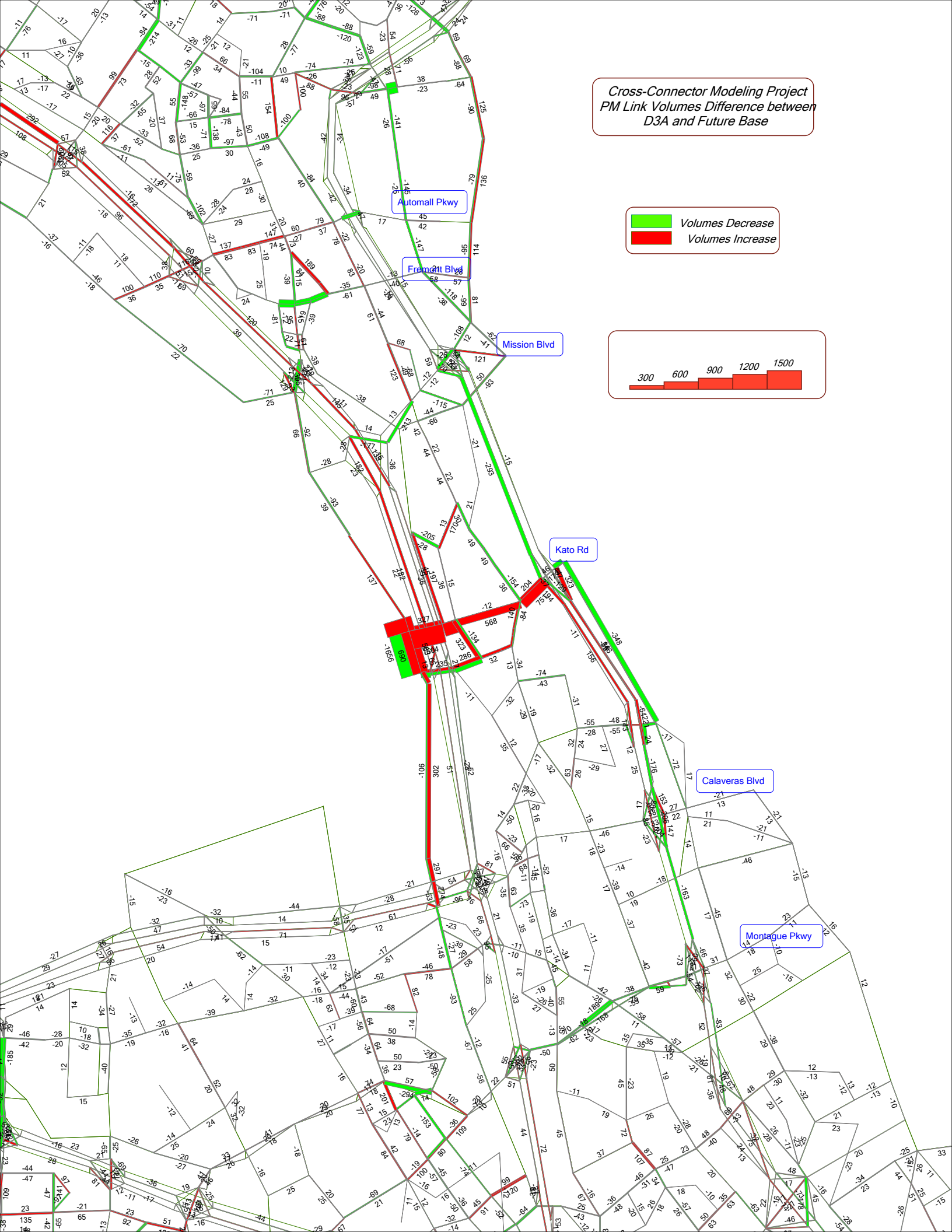
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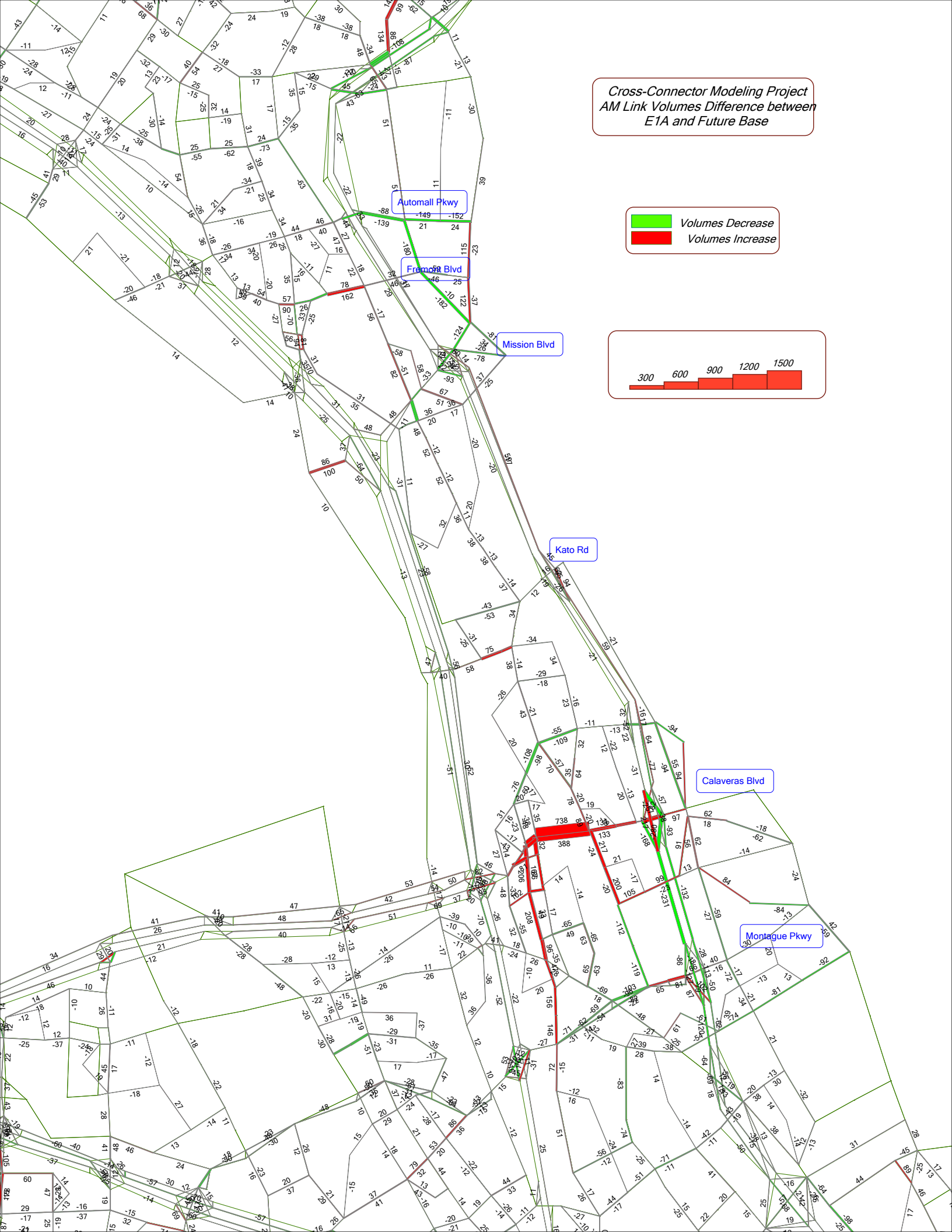
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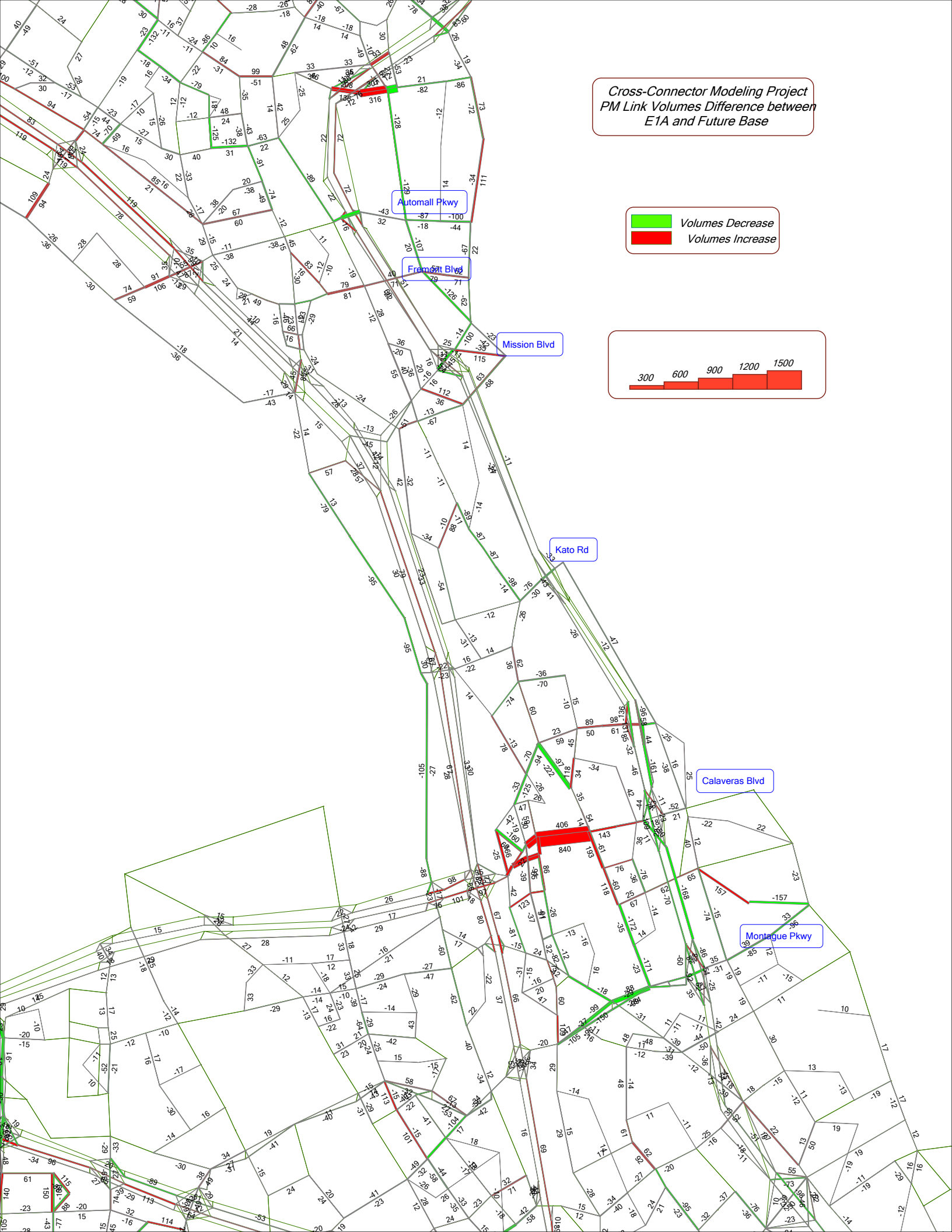
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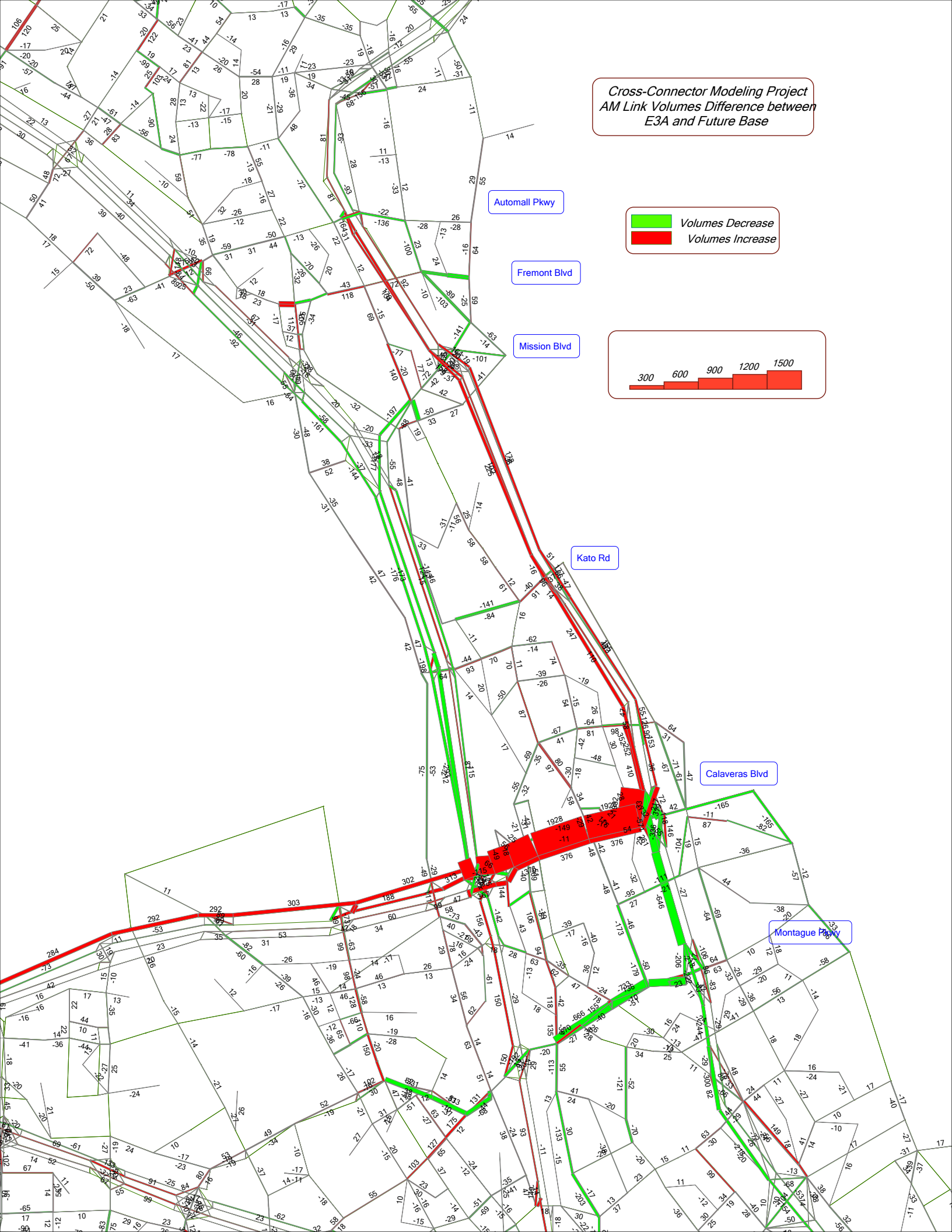
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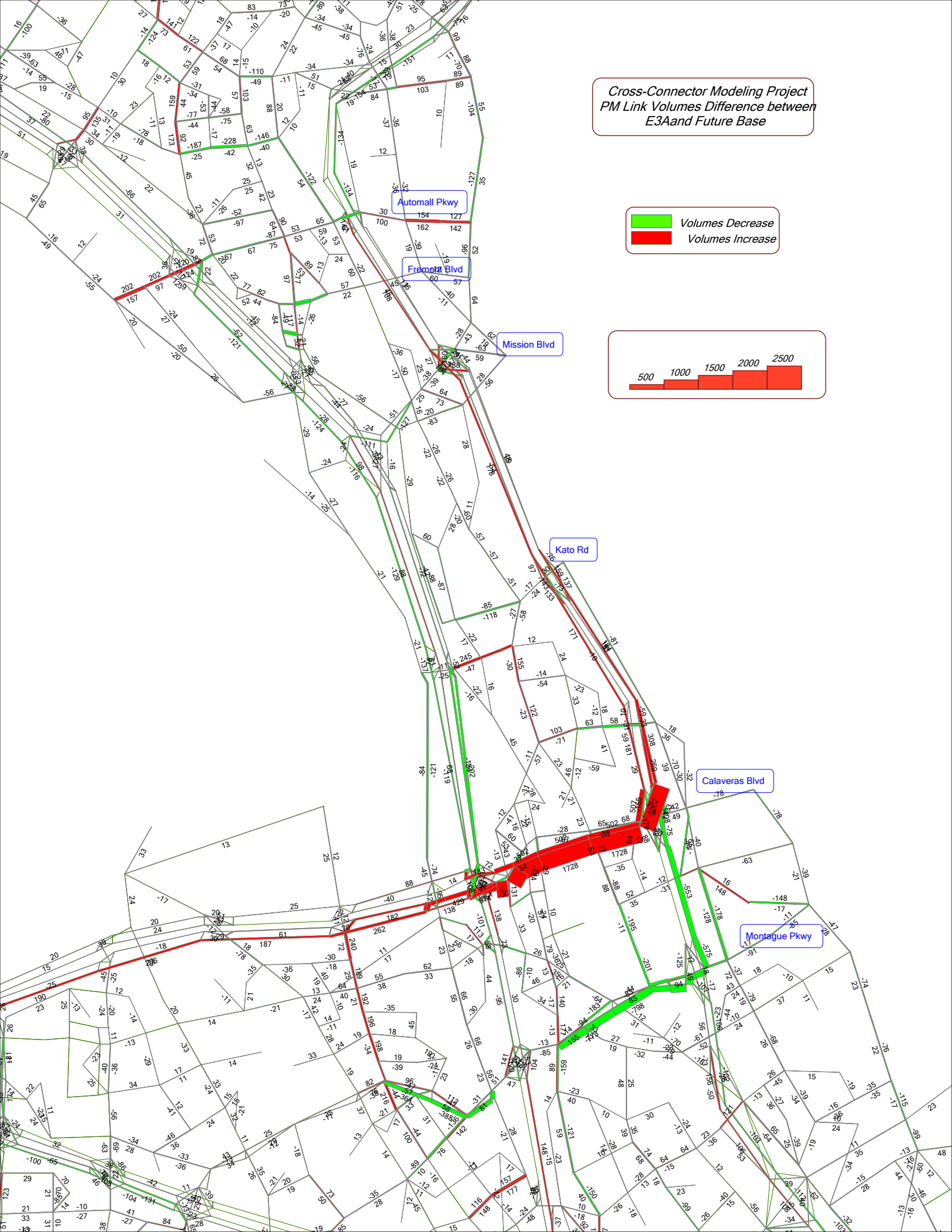
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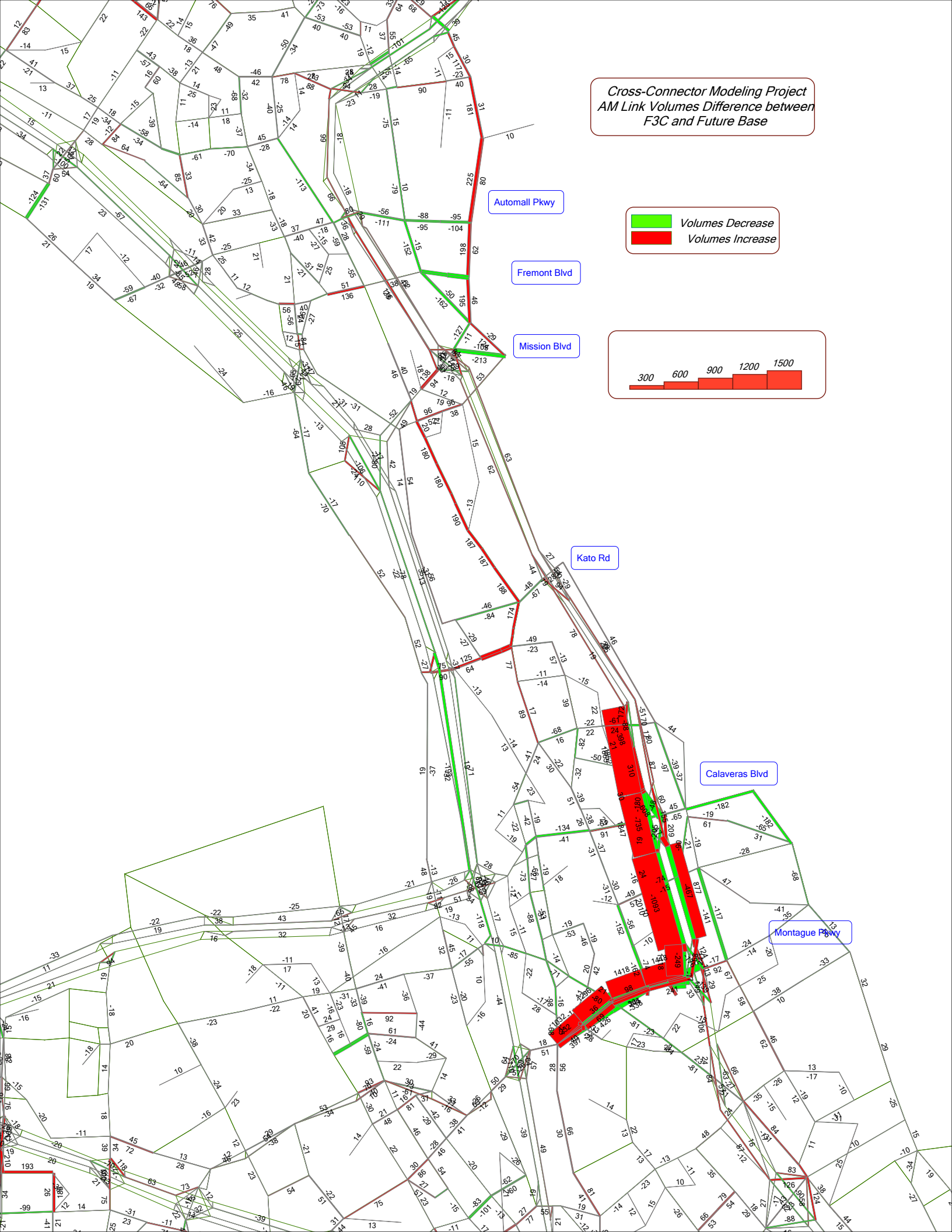
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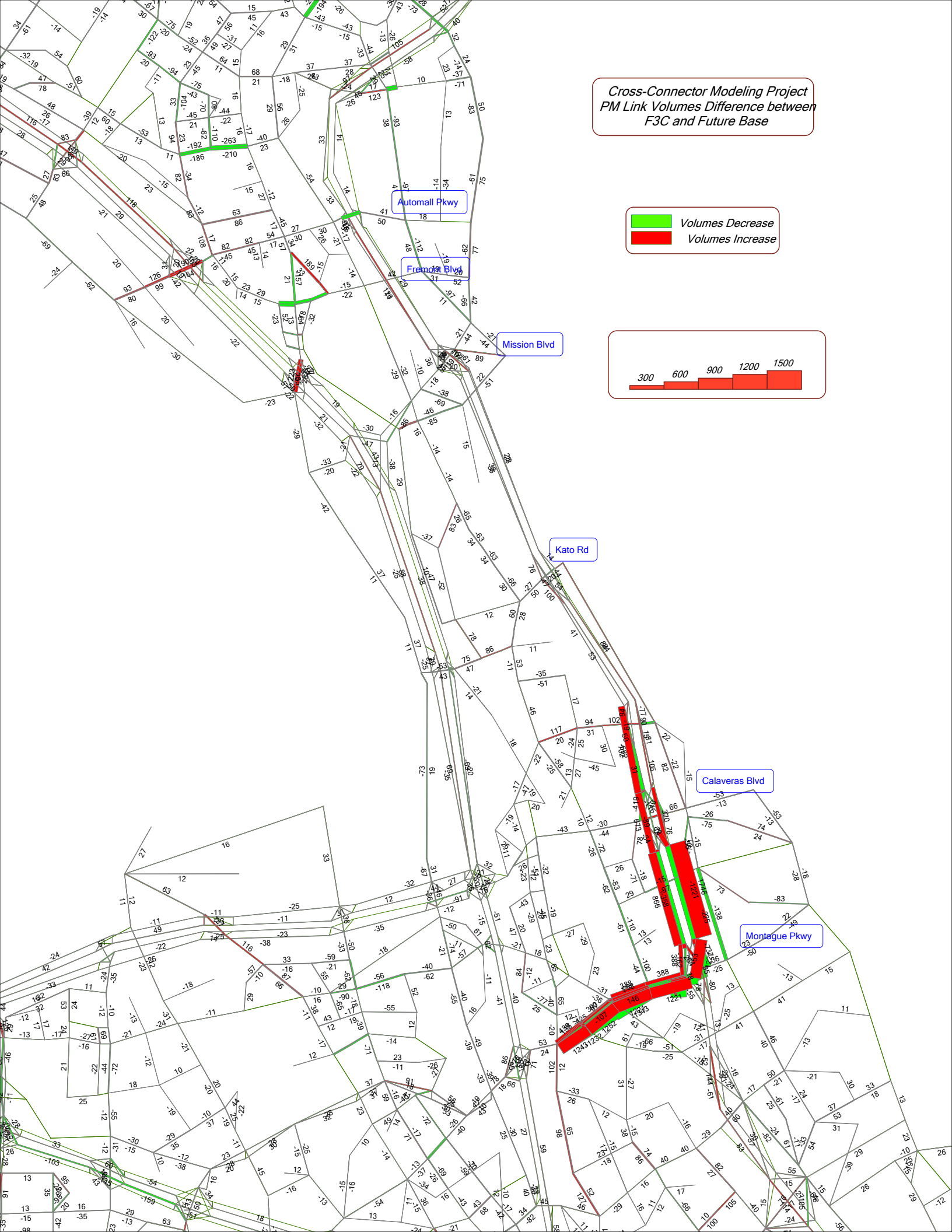
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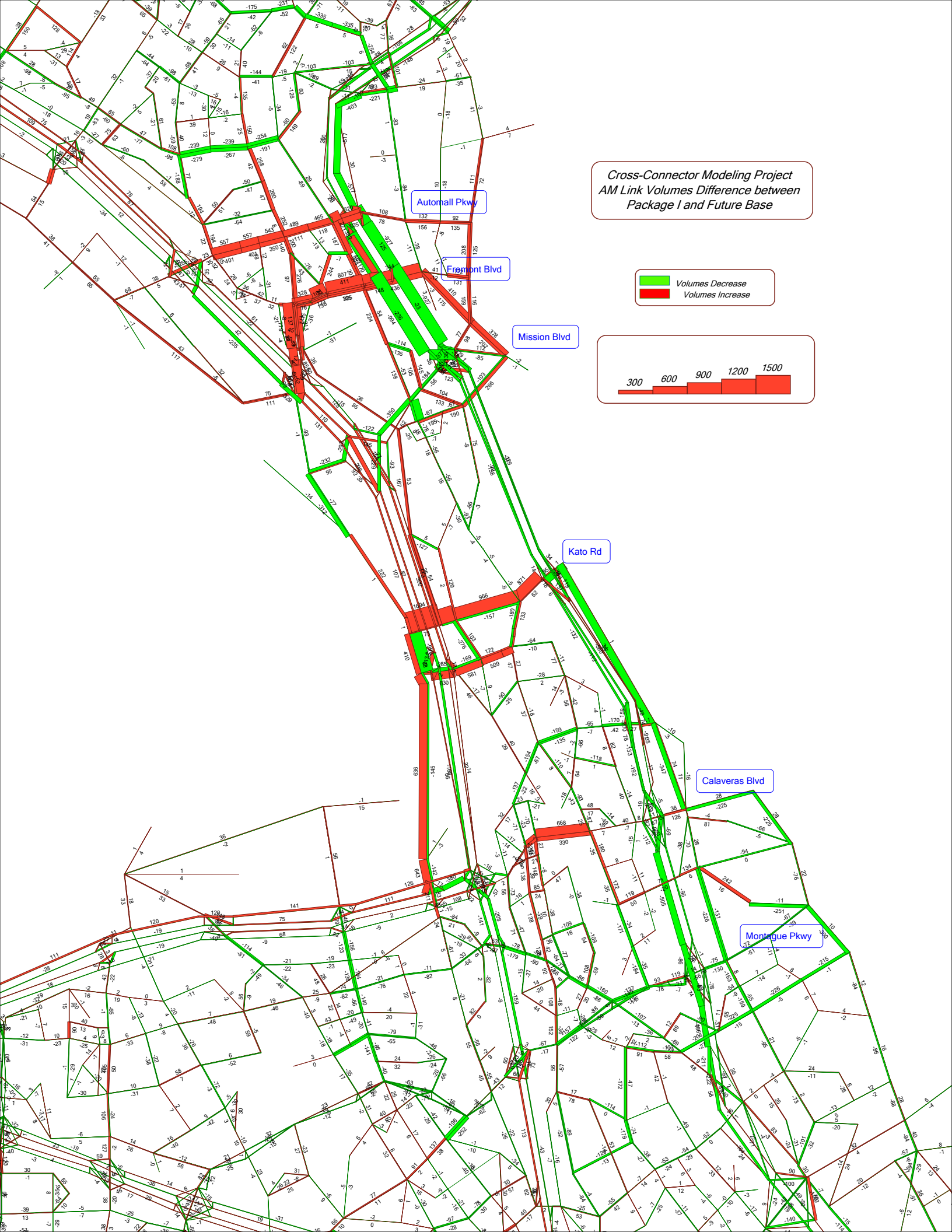
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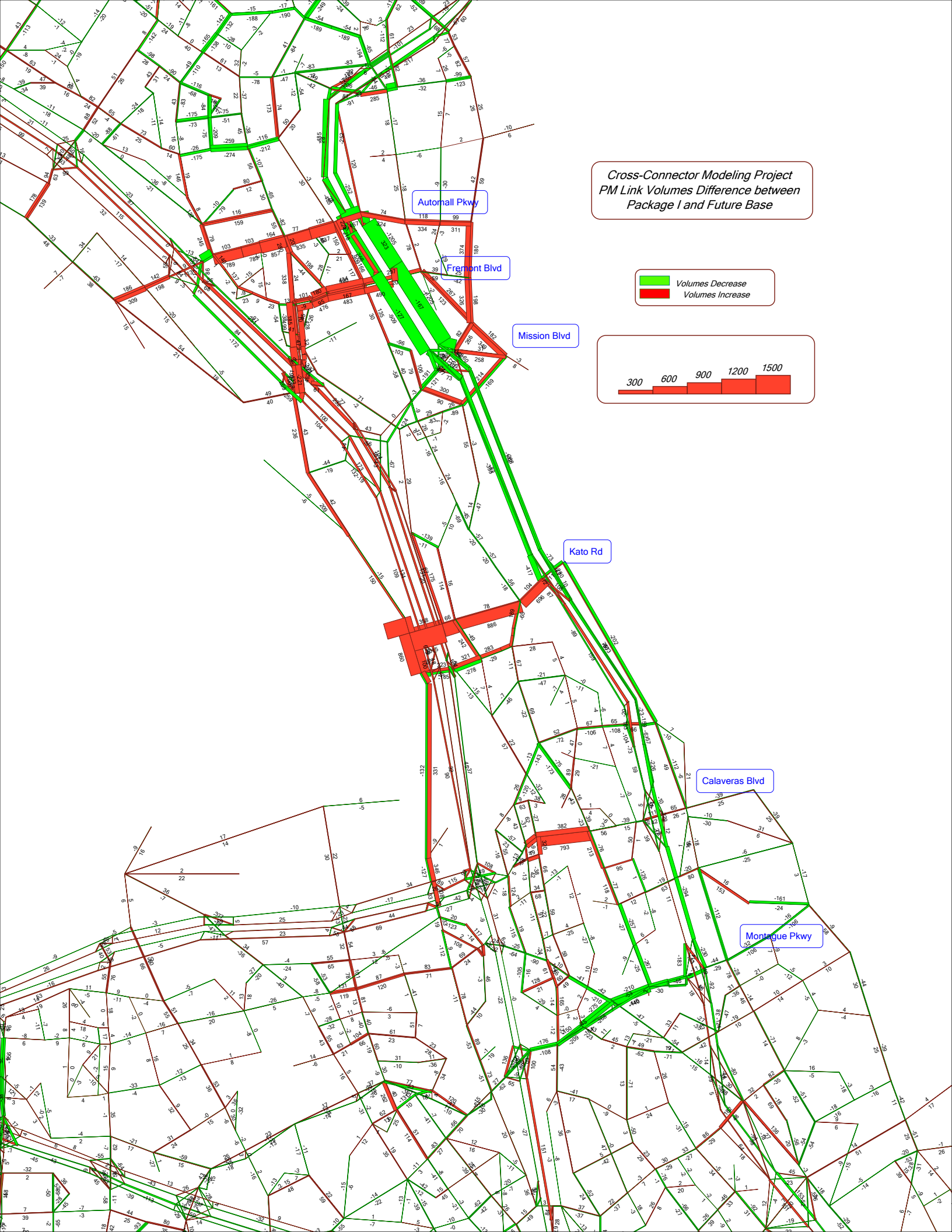
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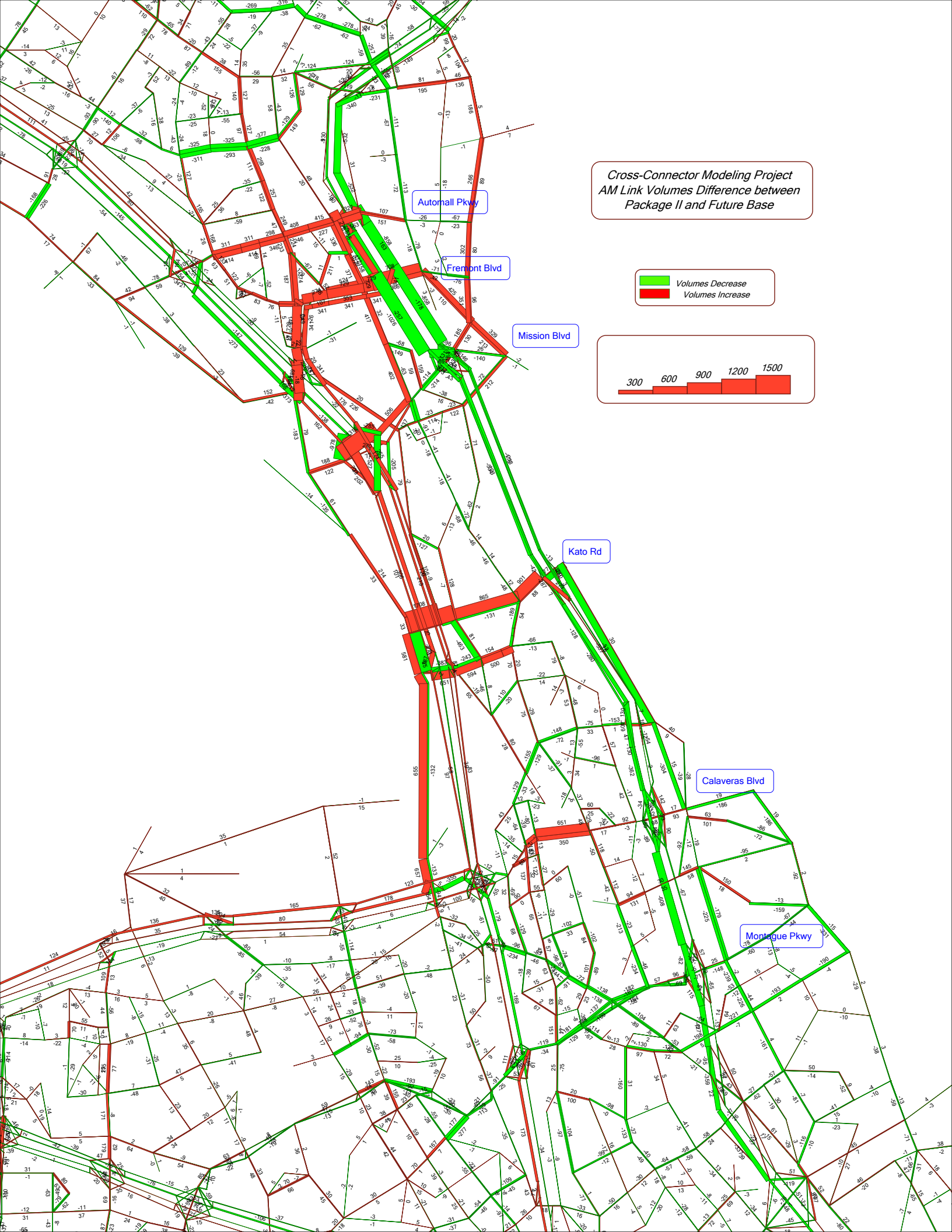
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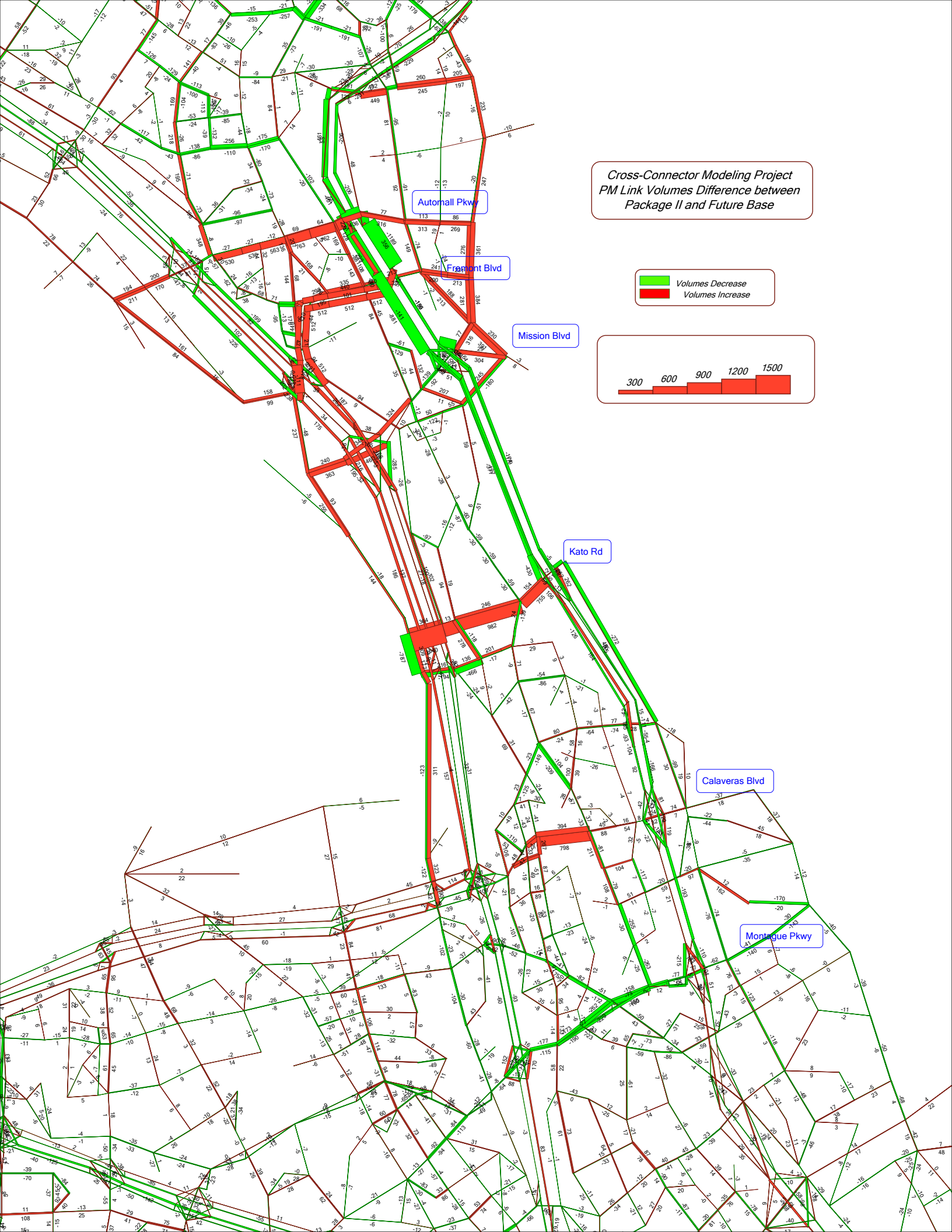
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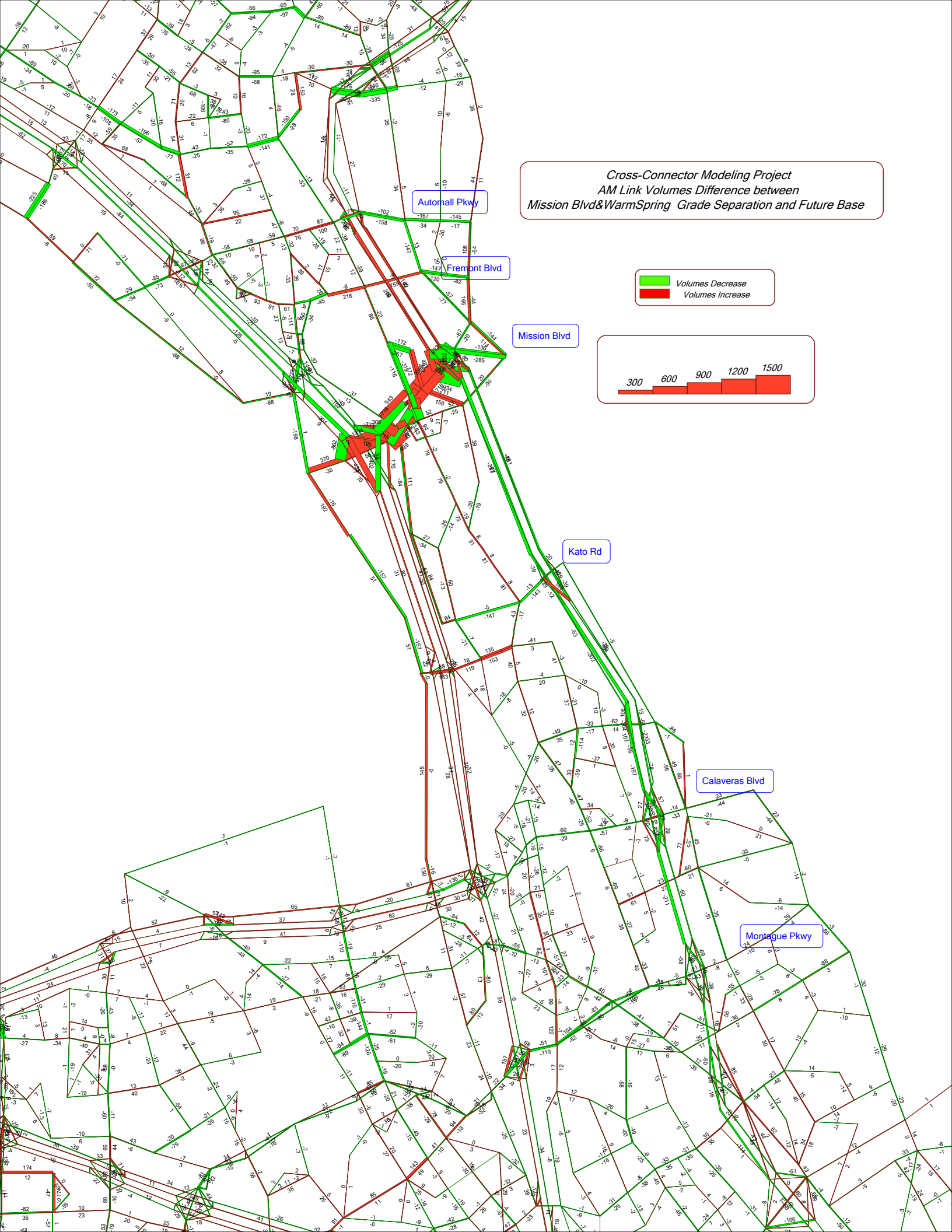
# Appendix E
# Traffic Analysis Results
# Mission Blvd/I-680 Analysis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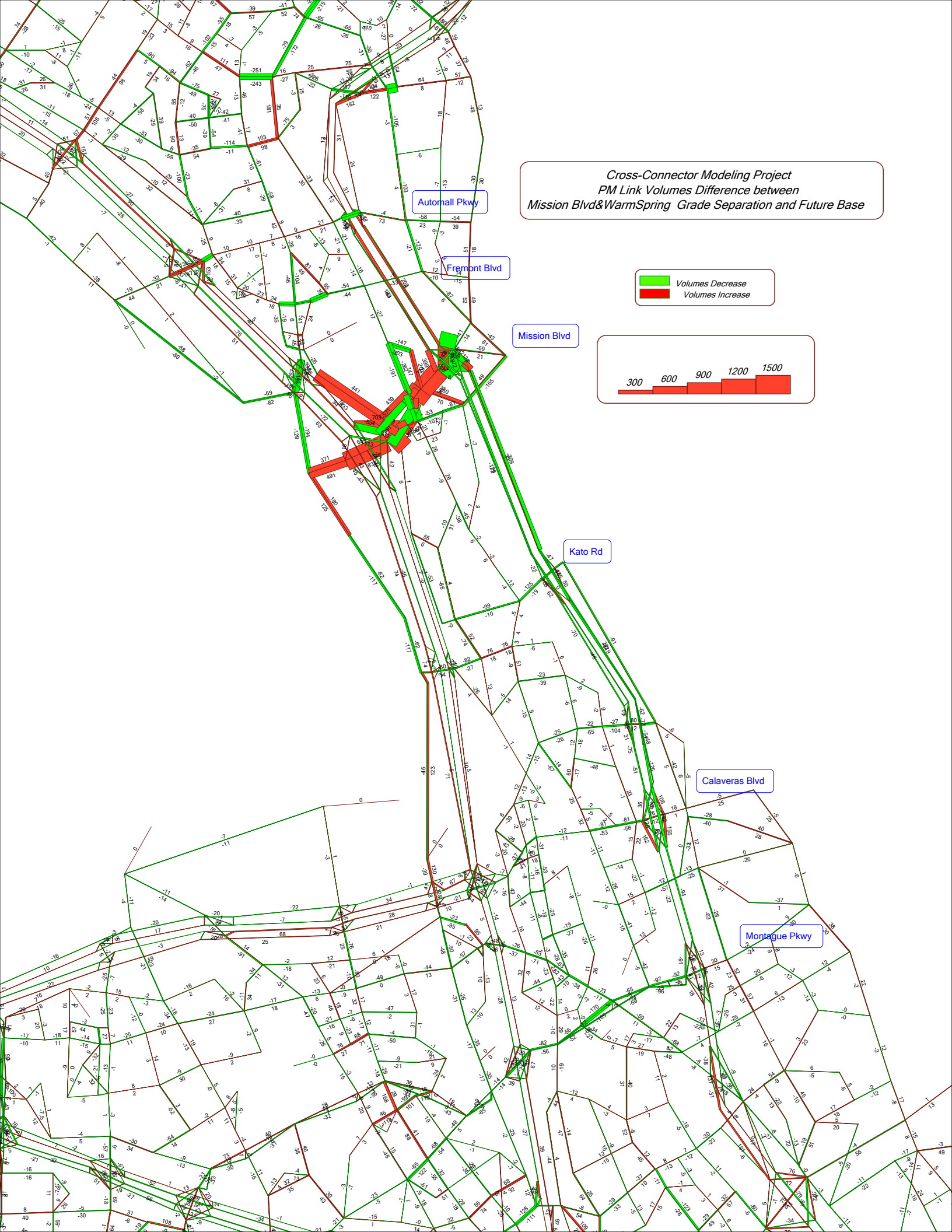
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Volumes Decrease
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# Appendix E
# Traffic Analysis Results
# Mission Blvd/Warren Ave/I-680 Analysis

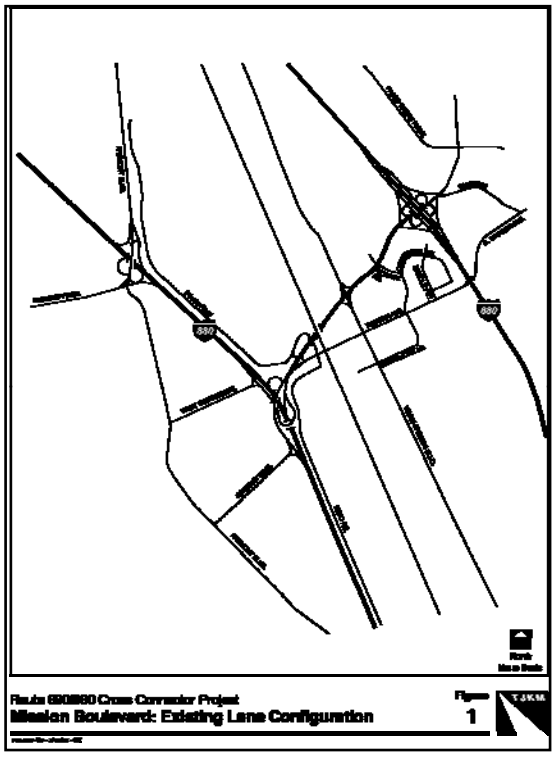
Transportation Consultants

# TECHNICAL MEMORANDUM

**April 22, 2004**

| | | | |
|---|---|---|---|
| **To:** | Chris Metzger, Nolte Inc. | **Project No.:** | 142-039, Task 8 |
| **From:** | Christopher Thnay, PE, AICP | **Jurisdiction:** | Santa Clara County |
| **Subject:** | Mission Boulevard and Warren Avenue Micro Simulation Results | | |

The purpose of this technical memorandum is to document the results of the micro-simulations findings for several Mission Boulevard and Warren Avenue alternatives based on the 2025 VTA model forecasts. TJKM performed micro-simulation analysis to evaluate the benefits of several potential improvements along Mission Boulevard and Warren Avenue.




## Micro-Simulation Model Calibration

The site vicinity and existing lane configuration is shown in Figure 1. TJKM created and calibrated the AIMSUN micro-simulation network for the Mission Boulevard and Warren Avenue corridors. The future base year AIMSUN network is shown in Appendix A.

The 2025 volume data were directly transferred from the forecasting model to the AIMSUN network. Before conducting the micro-simulation, the network was calibrated to the existing travel time and speed. The observed speeds and travel time were considered the target that the calibrated project model should replicate. These were calibrated for both the eastbound and westbound speeds.

The results of the model calibration shows that the travel time and speed of the micro-simulation model is generally within five to ten percent of the observed travel time and speed of the two corridors. This is considered to be an acceptable calibration. The result of the calibration is shown in Table I in Appendix A.

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After the micro-simulation model has been calibrated, TJKM proceeded to create separate networks for the three alternatives to be modeled as shown in Figure 2. The micro-simulation results are presented in measures of effectiveness (MOEs) including total volumes, average speed, average delay, and queuing. The following is a description of the results of our findings.

Under all scenarios, it is assumed that Mission Boulevard would be widened to a six lane roadways. Four alternatives would be evaluated. The comparison of the performance of the MOEs would be focused on the two parallel arterials of Mission Boulevard and Warren Avenue. Both the a.m. and p.m. peak hour were evaluated.

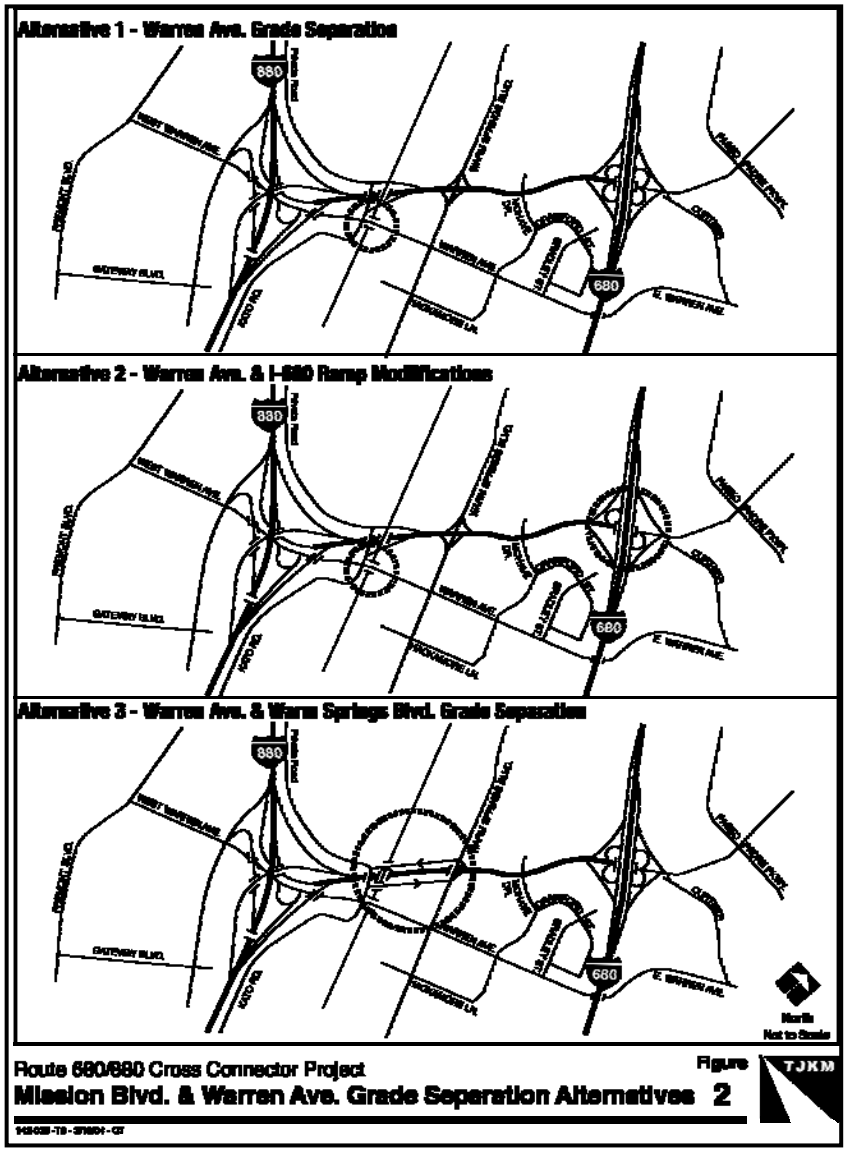
## I. Grade Separation at Warren Avenue

This scenario will examine the potential benefits of Warren Avenue grade separation at the railroad tracks. The results of the analysis are shown on the bar charts contained in Appendix B.

Under this scenario, compared to the base 2025 volumes, there is an increase of approximately 15 percent and 20 percent on Warren Avenue, respectively during the a.m. and p.m. peak hours.

In addition to the increased volumes, there is also a corresponding increase in speed by approximately 32 percent and seven (7) percent, respectively during the a.m. and p.m. peak hours.

With the increased speed, this translates to a reduction in average delay and queue on both of the corridors. It is estimated that Warren Avenue will experience average delay and average queue reductions of approximately 80 percent and 40 percent, respectively during the a.m. and p.m. peak hour hours.



## II. Warren Avenue Grade Separation plus I-680 Ramp Improvements.

This scenario examined the benefits based on improvements at the Warren Avenue Grade Separation and improved ramp access by reconfiguring the full cloverleaf ramps at I-680 to partial cloverleaf. The northeast and southwest loop off-ramps would be removed as shown in the middle diagram on Figure 2.

The existing Mission Boulevard full cloverleaf ramps at I-680 cannot accommodate the high peak hour loop on-ramp volumes of approximately 1,500 vph without creating delay due to the weaving introduce by traffic wanting to use the loop-on ramps. The loop on-ramp volumes are generally less than 200 vph. By creating a diamond interchange with two signalized intersections, these loop off-ramp volumes could be moved to the signalized intersections.

Compared to the previous alternative (Warren Avenue Grade Separation only), the volume increases on Mission Boulevard and Warren Avenue are quite similar. However, the average speed on Mission Boulevard increased by approximately 15 to 18 percent – likely due to the removal of the delay due to the weaving/merging traffic at the full cloverleaf ramps at I-680. It is also expected that there will be a major reduction in average delay and on Mission Boulevard corridor by approximately 50 percent.

## III. Grade Separation at Mission Boulevard/Warm Springs Boulevard, and at Warren Avenue (with one way couplet).

Under this scenario, it is assumed that Warm Springs Boulevard would be grade separated at Mission Boulevard and at Warren Avenue. In addition, an east-west one-way couplet to the north and south of Mission Boulevard has been added to facilitate the flow of left-turn traffic from Mission Boulevard at Warm Springs Boulevard as shown on the third diagram in Figure 2.

The intent of this alternative is to help expedite the flow of traffic on Mission Boulevard by removing left-turn traffic access from Mission Boulevard to Warm Spring Boulevard. The capacity of Mission Boulevard would be increased with the elimination of the Mission/Warm Springs intersection. Warren Avenue would also be grade separated at the existing railroad tracks. Warren Avenue will be used by some of the traffic to access Warm Springs Avenue and Mission Boulevard.

Under this alternative, it is estimated that the traffic volumes would be increased by approximately 10 percent on Mission Boulevard during both of the peak hours and average increase of approximately five percent on Warren Avenue. More drastic improvements on Mission Boulevard could be seen with the increase in travel speed by nearly 30 percent (from 26 to 29 mph to approximately 35 mph) during both a.m. and p.m. peak hours. The estimated reduction in average delay and queuing on Mission Boulevard ranges from 60 to 70 percent.

The average speed on Warren Avenue is estimated to increase by approximately 35 percent during the a.m. peak hour and minimal increase during the p.m. peak hour. The reduction in average delay and queuing ranges between approximately 40 to 90 percent.

## IV. Warren Grade Separation plus I-680 Ramp Improvements and Left-Turn Prohibitions.

The purpose of this alternative is to examine lower cost system improvements on Mission Boulevard but including the grade separation at Warren Avenue. The results presented here include prohibiting left-turn movement from Mission Boulevard to Warm Springs Boulevard. The projected westbound Mission Boulevard left-turn traffic to southbound Warm Springs will be directed to a new off-ramps from Mission Boulevard to the Kato Road overpass. Eastbound to northbound left-turn traffic (from Mission to Warm Springs) will use Warren Avenue to reach their destination. In addition, this scenario assumes that northbound traffic on Warm Springs Boulevard to westbound Mission Boulevard would also be prohibited. This traffic would be directed to use Warren Avenue to access the freeway. Obviously proper signing and striping would be needed.

The result of this alternative is somewhat mix. It is estimated that there is a reduction of traffic on Mission Boulevard between four and 10 percent. Traffic on Warren Avenue is estimated to increase by approximately 10 to 30 percent. The average speed on Mission Boulevard is estimated to increase by approximately 20 to 25 percent. However on Warren Avenue, the a.m. speed is estimated to increase by approximately 20 percent but the p.m. speed is estimated to decrease by approximately 5 percent (27 mph).

As is expected with the increase speed on Mission Boulevard, the average delay and queuing is estimated to decrease by approximately 70 percent. The average delay is also expected to decrease by approximately 25 percent on Warren Avenue during the a.m. peak hour. However, the delay on Warren Avenue is expected to increase by approximately 25 percent due to the slight decrease in speed and also perhaps due to the delay likely experienced by more left-turn traffic at the local intersection of Warren Avenue and Warm Springs Boulevard. Further evaluations might be needed to isolate the exact cause of these delays.

# Appendix A

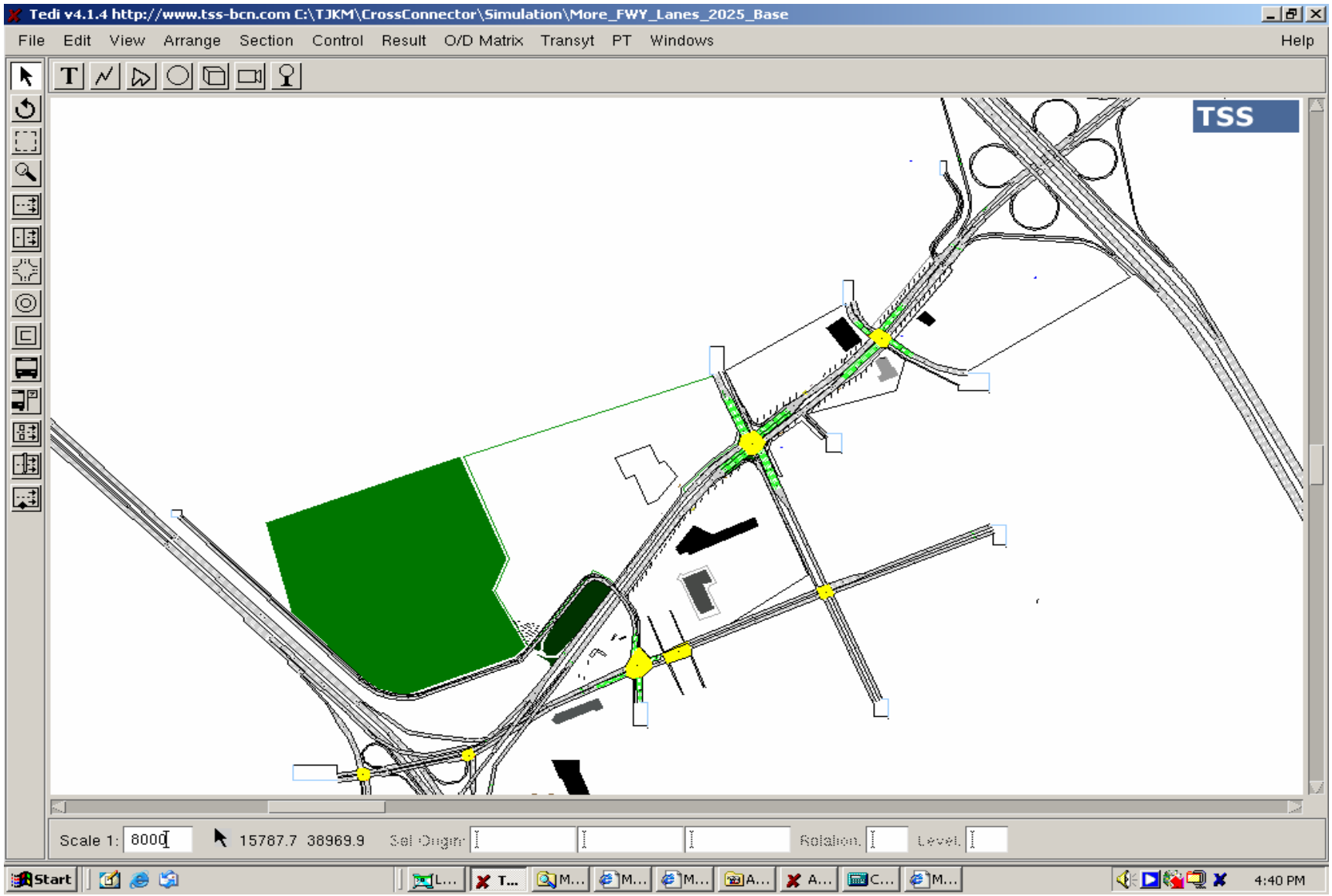
## Table I

## CALIBRATION RESULTS

| SPEED (MPH) | | Actual GPS Av Speed | Simulated Av Speed | % Difference |
|---|---|---|---|---|
| WB | 680 Off Ramp to Warm Spring | 16.7 | 15 | 10.2% |
| | Warm Spring to 880 On Ramp | 26.5 | 27 | 1.9% |
| EB | 880 Off Ramp to Warm Spring | 42 | 41.3 | 1.7% |
| | Warm Spring to 680 On Ramp | 34.4 | 36.3 | 5.5% |

| TRAVEL TIME (Seconds) | | Actual GPS Travel Time | Simulated Travel Time | % Difference |
|---|---|---|---|---|
| WB | 680 Ramp to 880 Ramp | 248 | 263 | 6.0% |
| EB | 880 Ramp to 680 Ramp | 92 | 101 | 9.8% |

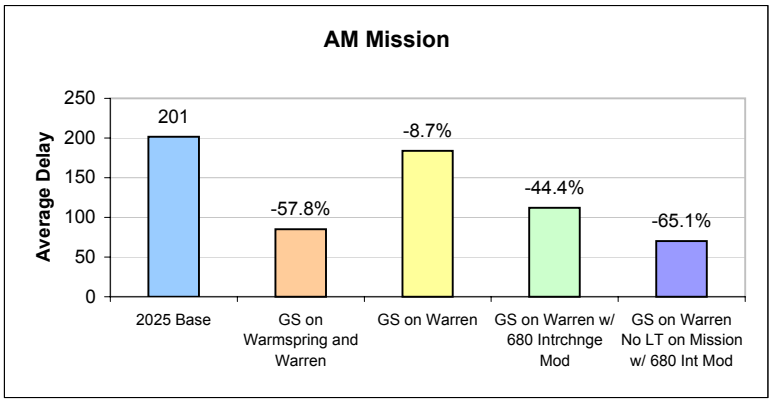
## Example 2025 AIMSUM Base Network

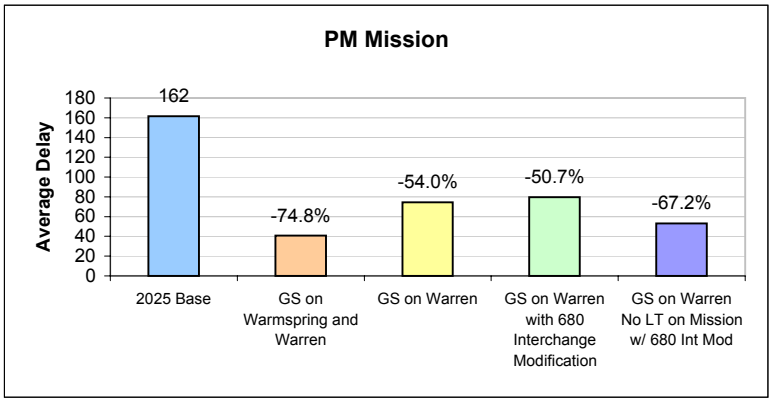


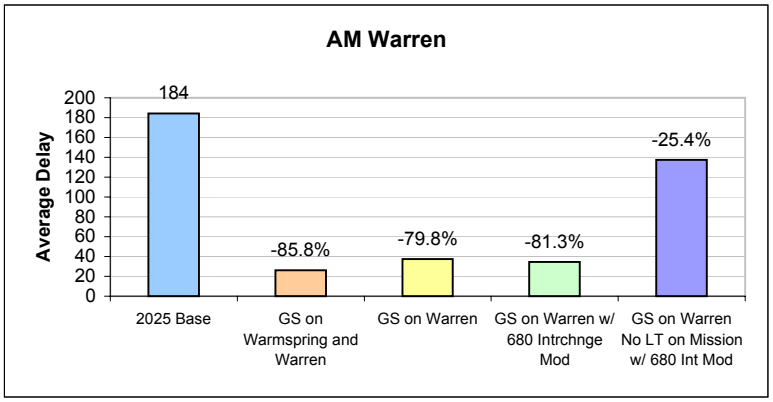
# Appendix B

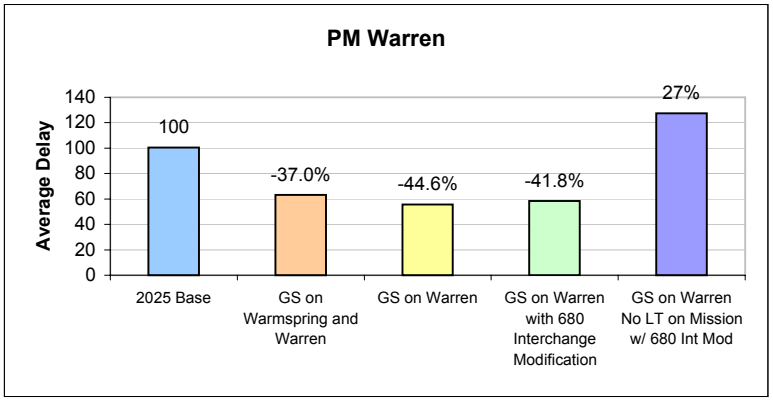
## AIMSUN Micro-Simulation
## Measures of Effectiveness (MOEs)

# Average Delay



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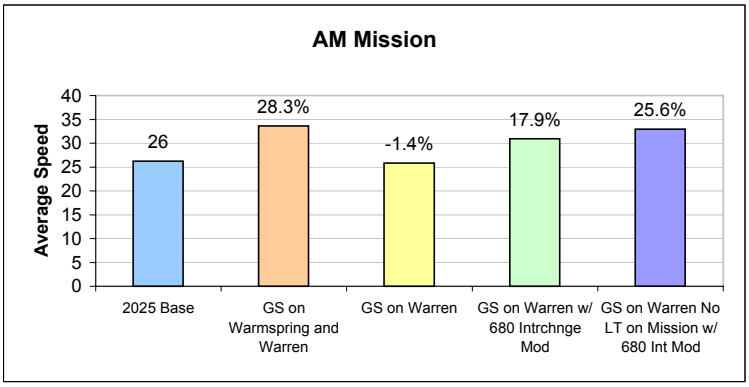
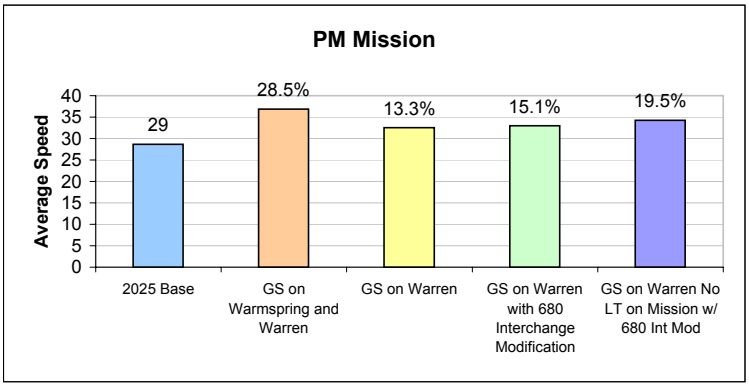
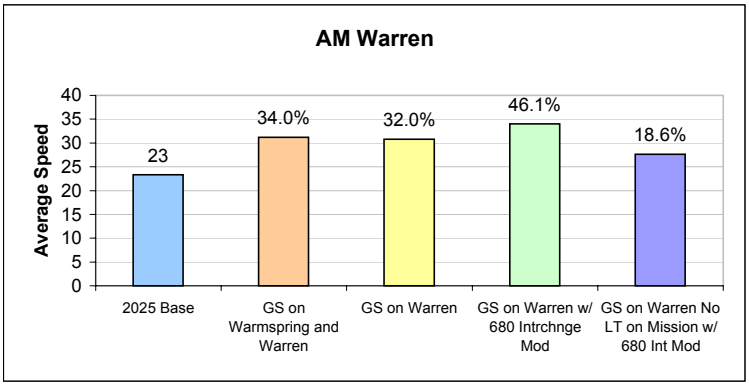
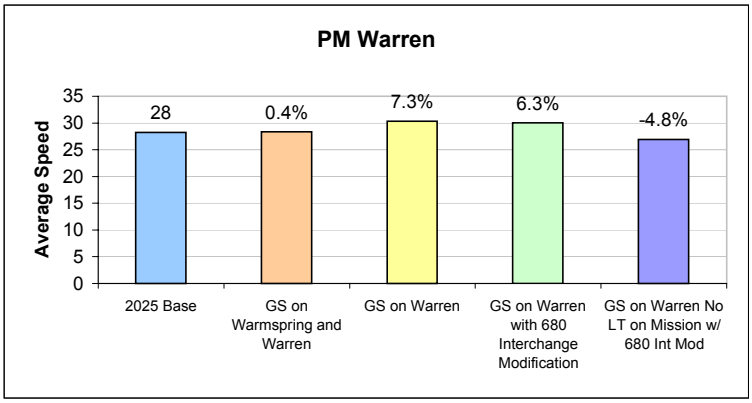
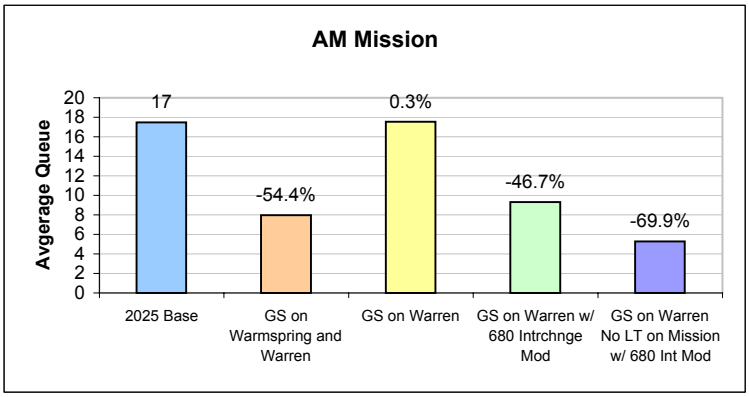


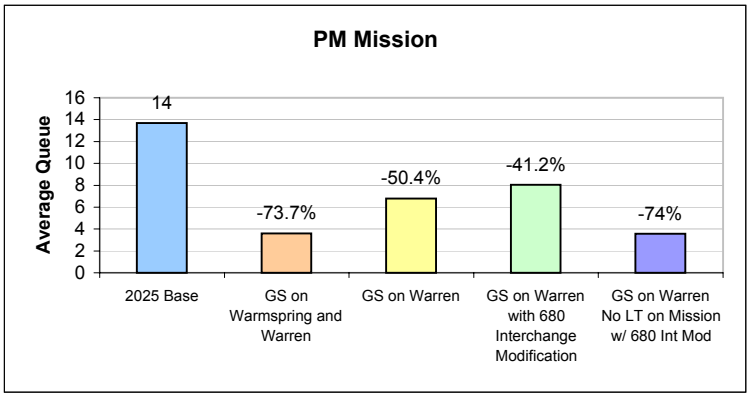



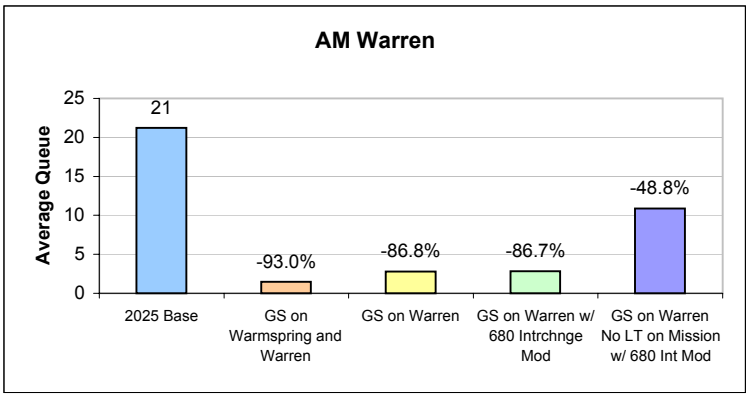



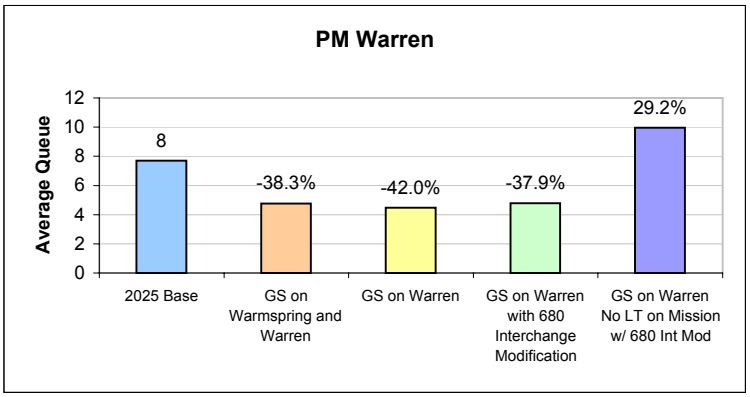



# Average Queue

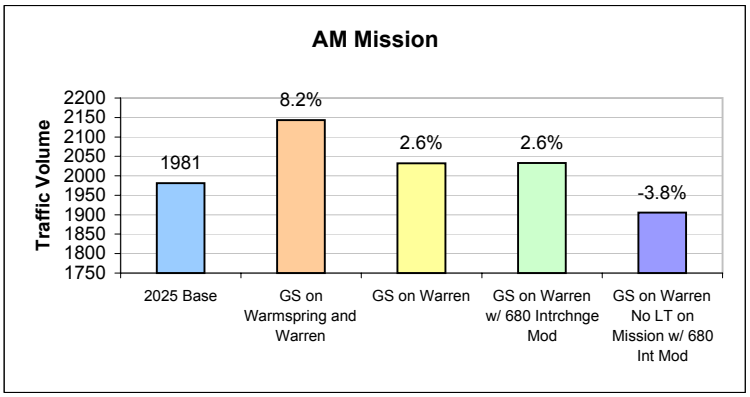


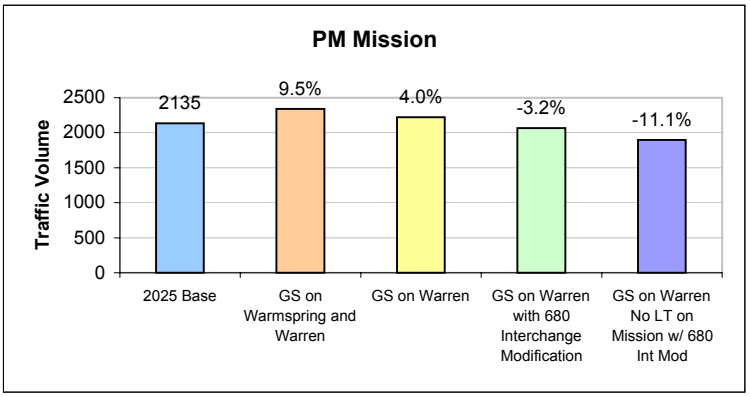



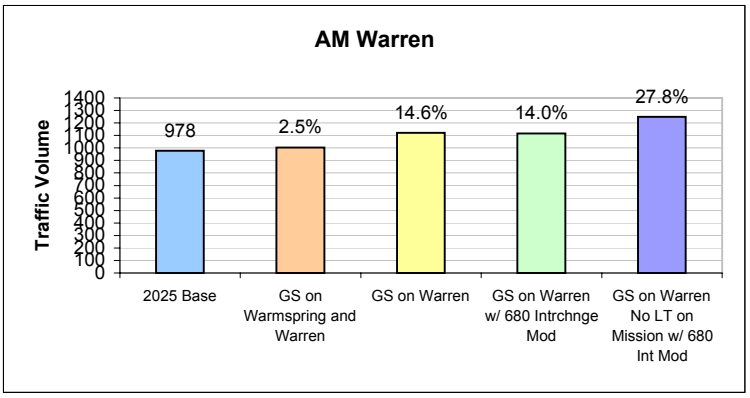



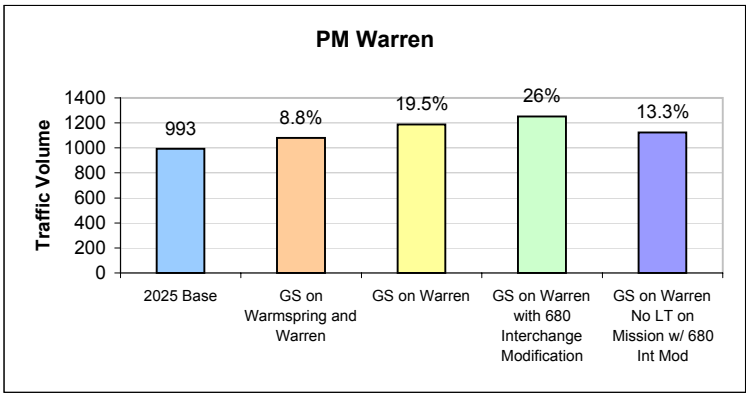



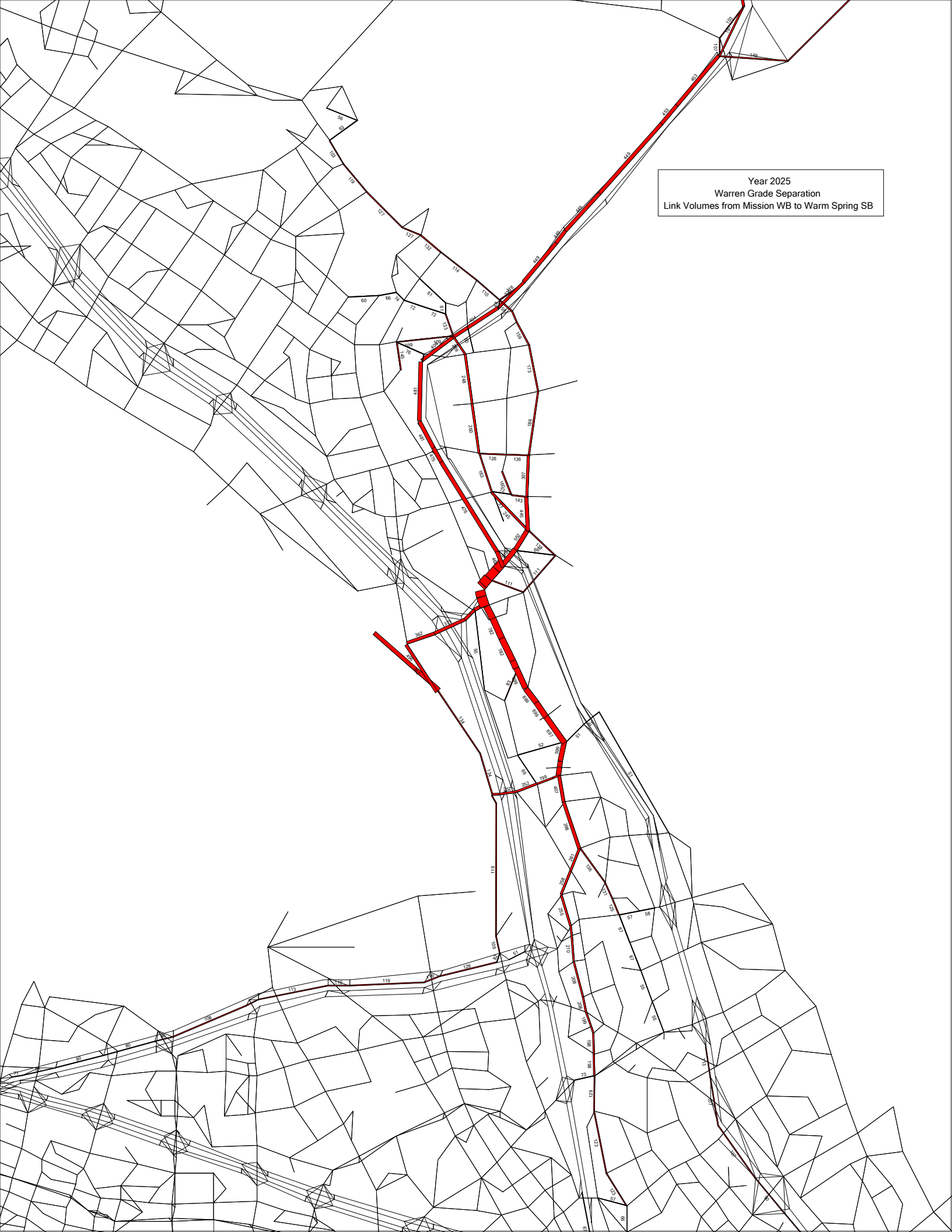
# Traffic Volume

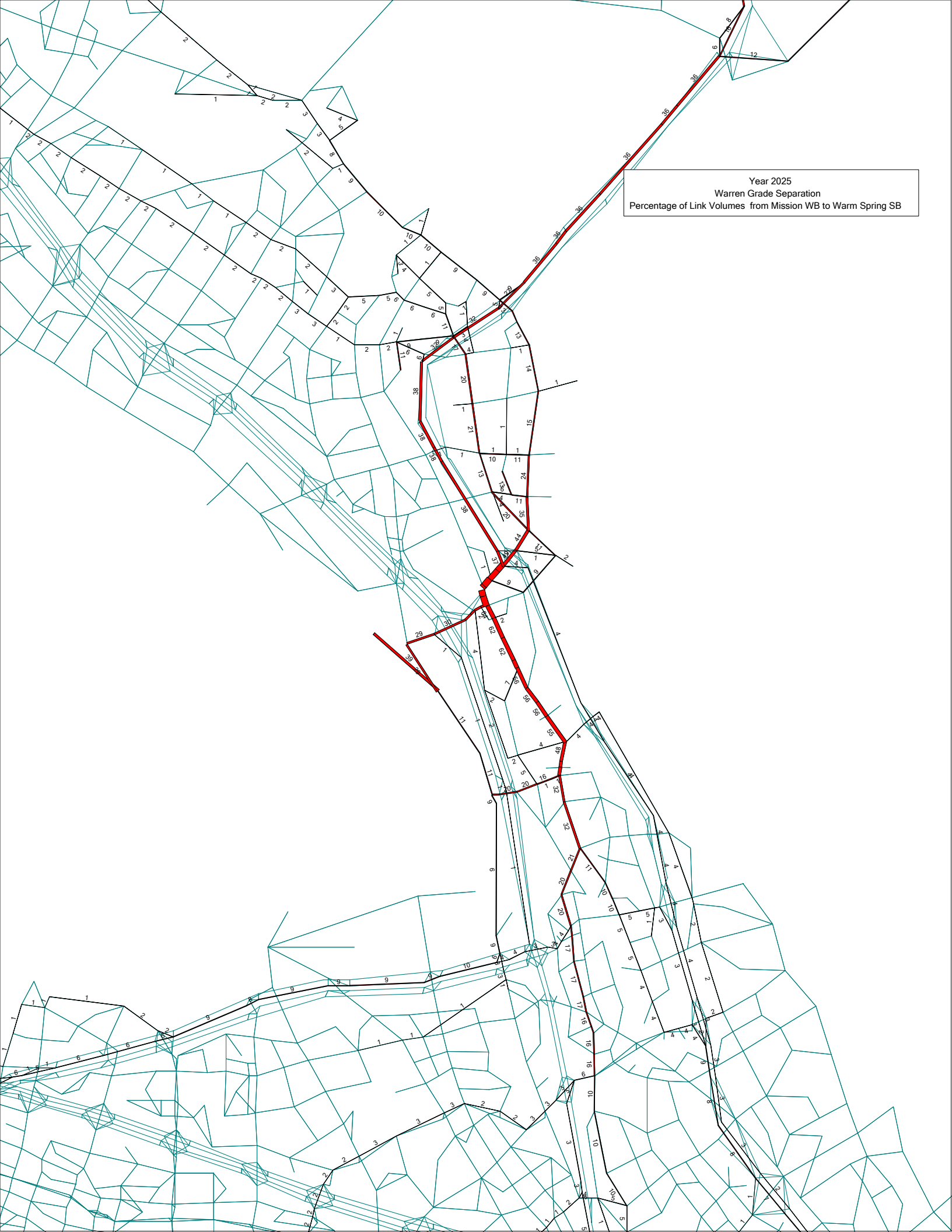



Year 2025
Warren Grade Separation
Link Volumes from Mission WB to Warm Spring SB


Year 2025
Warren Grade Separation
Percentage of Link Volumes from Mission WB to Warm Spring SB