

Appendix C

Traffic Modeling Data

Queuing and Blocking Report
Existing

12/12/2019

Intersection: 11: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	208	252	297	304	148	108	73
Average Queue (ft)	150	184	211	220	101	69	38
95th Queue (ft)	218	268	299	324	160	115	82
Link Distance (ft)	314	314	314	314	353	353	353
Upstream Blk Time (%)		0	0	0			
Queuing Penalty (veh)		0	1	3			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 52: I-5 NB Off-Ramp/I-5 SB Off-Ramp & Q St

Movement	NB
Directions Served	R
Maximum Queue (ft)	2
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	1780
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing

12/12/2019

Intersection: 18: 16th St & US 50 WB Off-Ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	258	292	256	221	295	276	197	212	296	272
Average Queue (ft)	195	215	189	142	235	198	142	84	234	199
95th Queue (ft)	262	293	265	272	316	278	201	235	338	308
Link Distance (ft)	1080	1080	1080		305	305	305		1891	
Upstream Blk Time (%)					1	0				
Queuing Penalty (veh)					5	0				
Storage Bay Dist (ft)				200				550		450
Storage Blk Time (%)				0	15					
Queuing Penalty (veh)				1	19					

Queuing and Blocking Report
Existing

12/12/2019

Intersection: 19: 15th St & X Street/X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	108	116	108	101	143	121	70	161	174
Average Queue (ft)	72	83	68	50	94	78	31	110	125
95th Queue (ft)	112	127	114	102	139	122	72	178	180
Link Distance (ft)	1376	1376	1376		340	340	340		1966
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				200				690	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 128: US 50 WB Off-Ramp & W St

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Queuing and Blocking Report
Existing Conditions

12/19/2019

Intersection: 11: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	70	84	98	98	146	128	95
Average Queue (ft)	34	63	74	62	118	104	52
95th Queue (ft)	75	92	107	104	154	134	107
Link Distance (ft)	314	314	314	314	353	353	353
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 52: I-5 NB Off-Ramp/I-5 SB Off-Ramp & Q St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Existing Conditions

12/19/2019

Intersection: 18: 16th St & US 50 WB Off-Ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW	
Directions Served	T	T	TR	L	LT	T	T	L	LR	R	
Maximum Queue (ft)	255	265	243	134	197	167	104	282	329	296	
Average Queue (ft)	192	208	175	58	154	115	52	171	267	230	
95th Queue (ft)	282	300	270	138	218	175	108	345	380	342	
Link Distance (ft)	1080	1080	1080		305	305	305		1891		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				200					550	450	
Storage Blk Time (%)					1						
Queuing Penalty (veh)					1						

Queuing and Blocking Report
Existing Conditions

12/19/2019

Intersection: 19: 15th St & X Street/X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	149	152	144	222	302	248	196	259	296
Average Queue (ft)	97	108	94	186	224	179	138	176	210
95th Queue (ft)	156	166	155	245	319	261	203	259	298
Link Distance (ft)	1376	1376	1376		340	340	340		1966
Upstream Blk Time (%)					1				
Queuing Penalty (veh)					3				
Storage Bay Dist (ft)				200				690	
Storage Blk Time (%)				4	18				
Queuing Penalty (veh)				23	55				

Intersection: 128: US 50 WB Off-Ramp & W St

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 11: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	188	268	311	310	141	106	81
Average Queue (ft)	140	185	211	226	92	64	31
95th Queue (ft)	208	278	314	325	141	114	87
Link Distance (ft)	314	314	314	314	353	353	353
Upstream Blk Time (%)		0	1	1			
Queuing Penalty (veh)		0	5	4			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 52: I-5 NB Off-Ramp/I-5 SB Off-Ramp & Q St

Movement	NB
Directions Served	R
Maximum Queue (ft)	3
Average Queue (ft)	0
95th Queue (ft)	6
Link Distance (ft)	1780
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
 Existing Plus Project - AM Peak Hour

12/16/2019

Intersection: 18: 16th St & US 50 WB Off-Ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	253	254	226	224	303	257	180	176	282	244
Average Queue (ft)	188	196	173	148	229	190	133	65	218	183
95th Queue (ft)	260	262	231	270	306	262	191	174	304	273
Link Distance (ft)	1080	1080	1080		305	305	305		1891	
Upstream Blk Time (%)					1	0				
Queuing Penalty (veh)					3	0				
Storage Bay Dist (ft)				200				550		450
Storage Blk Time (%)				0	15					
Queuing Penalty (veh)				1	19					

Queuing and Blocking Report
 Existing Plus Project - AM Peak Hour

12/16/2019

Intersection: 19: 15th St & X Street/X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	109	115	116	89	127	107	65	166	191
Average Queue (ft)	69	83	63	49	91	69	32	114	129
95th Queue (ft)	111	127	118	95	133	110	71	172	194
Link Distance (ft)	642	642	642		340	340	340		1966
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				200				690	
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 128: US 50 WB Off-Ramp & W St

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Existing Plus Project Conditions

12/17/2019

Intersection: 11: 3rd St & Q St

Movement	EB	EB	EB	EB	SB	SB	SB
Directions Served	T	T	T	TR	LT	T	T
Maximum Queue (ft)	62	89	109	112	159	131	94
Average Queue (ft)	33	62	74	64	117	99	53
95th Queue (ft)	71	91	112	117	157	129	101
Link Distance (ft)	314	314	314	314	353	353	353
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 52: I-5 NB Off-Ramp/I-5 SB Off-Ramp & Q St

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
Existing Plus Project Conditions

12/17/2019

Intersection: 18: 16th St & US 50 WB Off-Ramp & W St

Movement	WB	WB	WB	NB	NB	NB	NB	NW	NW	NW
Directions Served	T	T	TR	L	LT	T	T	L	LR	R
Maximum Queue (ft)	268	280	240	135	197	171	105	285	332	304
Average Queue (ft)	193	204	171	57	150	119	63	182	267	231
95th Queue (ft)	290	295	258	132	205	175	111	369	392	362
Link Distance (ft)	1080	1080	1080		305	305	305		1891	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				200				550		450
Storage Blk Time (%)				0	1				0	0
Queuing Penalty (veh)				0	1				0	0

Queuing and Blocking Report
Existing Plus Project Conditions

12/17/2019

Intersection: 19: 15th St & X Street/X St & US 50 EB Off-Ramp

Movement	EB	EB	EB	SB	SB	SB	SB	SE	SE
Directions Served	T	T	TR	L	LT	T	T	L	LR
Maximum Queue (ft)	130	148	142	223	284	232	184	239	293
Average Queue (ft)	98	105	96	178	211	167	137	175	216
95th Queue (ft)	141	148	149	237	285	225	194	254	299
Link Distance (ft)	642	642	642		340	340	340		1966
Upstream Blk Time (%)					0	0			
Queuing Penalty (veh)					0	0			
Storage Bay Dist (ft)				200				690	
Storage Blk Time (%)				3	12				
Queuing Penalty (veh)				16	37				

Intersection: 128: US 50 WB Off-Ramp & W St

Movement

- Directions Served
- Maximum Queue (ft)
- Average Queue (ft)
- 95th Queue (ft)
- Link Distance (ft)
- Upstream Blk Time (%)
- Queuing Penalty (veh)
- Storage Bay Dist (ft)
- Storage Blk Time (%)
- Queuing Penalty (veh)

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 1 **8th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	366	342	93.4%	5.9	2.7	A
	Right Turn	75	73	97.6%	6.0	2.4	A
	Subtotal	441	415	94.1%	5.9	2.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	34	32	95.3%	11.5	3.6	B
	Through	380	365	96.0%	15.9	2.6	B
	Right Turn						
	Subtotal	414	397	95.9%	15.5	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		855	812	95.0%	10.6	2.1	B

Intersection 2 **9th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	136	131	96.5%	9.8	1.2	A
	Through	325	330	101.5%	10.6	1.0	B
	Right Turn						
	Subtotal	461	461	100.0%	10.3	0.8	B
EB	Left Turn						
	Through	383	373	97.4%	6.0	0.7	A
	Right Turn	72	67	92.8%	5.5	1.2	A
	Subtotal	455	440	96.7%	5.9	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		916	901	98.4%	8.2	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 3 10th Street/N Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	599	601	100.3%	9.7	2.5	A
	Right Turn	75	77	102.9%	7.8	2.1	A
	Subtotal	674	678	100.6%	9.5	2.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	54	47	87.4%	3.0	0.8	A
	Through	465	460	98.9%	3.4	0.5	A
	Right Turn						
	Subtotal	519	507	97.7%	3.3	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,193	1,185	99.3%	6.9	1.3	A

Intersection 4 8th Street/Neighbors Alley Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	435	413	95.0%	1.1	0.2	A
	Right Turn	8	8	100.0%	1.0	0.3	A
	Subtotal	443	421	95.1%	1.1	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	6	4	73.3%	4.2	6.3	A
	Subtotal	6	4	73.3%	4.2	6.3	A
Total		449	426	94.8%	1.1	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 5 8th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	418	400	95.6%	14.0	3.6	B
	Right Turn	51	58	113.7%	12.1	4.6	B
	Subtotal	469	458	97.6%	13.7	3.5	B
SB	Left Turn						
	Through						
	Right Turn	16	16	97.5%	14.8	7.2	B
	Subtotal	16	16	97.5%	14.8	7.2	B
EB	Left Turn	25	26	104.0%	22.2	8.8	C
	Through	27	28	102.2%	21.2	8.1	C
	Right Turn						
	Subtotal	52	54	103.1%	22.3	5.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		537	527	98.1%	14.7	3.2	B

Intersection 6 9th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	16	13	80.0%	15.3	7.0	B
	Subtotal	16	13	80.0%	15.3	7.0	B
SB	Left Turn						
	Through	575	576	100.2%	7.9	1.3	A
	Right Turn						
	Subtotal	575	576	100.2%	7.9	1.3	A
EB	Left Turn						
	Through						
	Right Turn	78	87	111.8%	6.6	1.0	A
	Subtotal	78	87	111.8%	6.6	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		669	676	101.0%	7.8	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 7 **3rd Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	275	289	105.2%	14.4	1.9	B
	Right Turn	165	180	108.8%	7.4	0.7	A
	Subtotal	440	469	106.5%	11.8	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	91	102	112.5%	4.3	0.5	A
	Through	607	611	100.6%	6.1	0.4	A
	Right Turn						
	Subtotal	698	713	102.2%	5.9	0.4	A
Total		1,138	1,182	103.9%	8.2	0.6	A

Intersection 8 **8th Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	109	104	95.0%	7.3	1.0	A
	Through	331	322	97.3%	7.9	0.8	A
	Right Turn						
	Subtotal	440	426	96.7%	7.7	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	614	644	104.8%	5.0	0.7	A
	Right Turn	138	126	91.6%	6.4	1.7	A
	Subtotal	752	770	102.4%	5.2	0.7	A
Total		1,192	1,196	100.3%	6.1	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 9 9th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	515	509	98.8%	16.4	2.4	B
	Right Turn	171	184	107.8%	17.1	1.7	B
	Subtotal	686	693	101.0%	16.6	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	96	93	97.1%	4.9	0.8	A
	Through	581	579	99.7%	6.0	0.9	A
	Right Turn						
	Subtotal	677	672	99.3%	5.9	0.8	A
Total		1,363	1,366	100.2%	11.3	1.3	B

Intersection 10 10th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	152	151	99.2%	8.6	2.8	A
	Through	847	837	98.8%	9.3	1.3	A
	Right Turn						
	Subtotal	999	988	98.9%	9.2	1.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	525	524	99.7%	7.1	0.8	A
	Right Turn	126	129	102.2%	6.8	1.8	A
	Subtotal	651	652	100.2%	7.0	0.9	A
Total		1,650	1,640	99.4%	8.4	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 11 3rd Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	160	172	107.8%	22.6	5.1	C
	Through	206	218	105.8%	27.8	4.5	C
	Right Turn						
	Subtotal	366	390	106.7%	25.5	4.2	C
EB	Left Turn						
	Through	2,550	2,600	102.0%	25.2	1.4	C
	Right Turn	329	332	100.8%	27.1	2.2	C
	Subtotal	2,879	2,932	101.8%	25.4	1.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,245	3,322	102.4%	25.4	1.8	C

Intersection 12 7th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	81	88	108.6%	8.4	1.7	A
	Through	173	182	105.4%	7.9	1.2	A
	Right Turn						
	Subtotal	254	270	106.5%	8.1	1.2	A
EB	Left Turn						
	Through	1,148	1,089	94.9%	8.9	0.8	A
	Right Turn	154	154	99.7%	6.6	1.6	A
	Subtotal	1,302	1,243	95.5%	8.7	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,556	1,513	97.2%	8.5	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 13 **8th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	227	216	95.2%	10.3	1.9	B
	Right Turn	28	31	110.0%	7.7	3.2	A
	Subtotal	255	247	96.8%	10.1	1.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	213	208	97.8%	20.3	3.1	C
	Through	1,016	964	94.9%	18.4	1.1	B
	Right Turn						
	Subtotal	1,229	1,172	95.4%	18.7	1.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,484	1,419	95.6%	17.2	1.1	B

Intersection 14 **9th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	180	184	102.0%	10.9	1.2	B
	Through	431	417	96.7%	8.5	1.0	A
	Right Turn						
	Subtotal	611	600	98.3%	9.2	1.0	A
EB	Left Turn						
	Through	919	866	94.3%	7.1	0.7	A
	Right Turn	125	124	98.9%	7.7	1.2	A
	Subtotal	1,044	990	94.8%	7.2	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,655	1,590	96.1%	8.0	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 15 10th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	688	701	101.9%	13.6	0.8	B
	Right Turn	98	102	103.7%	13.7	2.2	B
	Subtotal	786	803	102.1%	13.6	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	311	288	92.6%	6.7	1.4	A
	Through	788	764	97.0%	7.0	1.2	A
	Right Turn						
	Subtotal	1,099	1,052	95.8%	6.9	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,885	1,855	98.4%	9.8	0.7	A

Intersection 16 11th Street-Riverside Boulevard/W Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	229	229	100.1%	23.5	3.8	C
	Through	154	155	100.8%	12.3	2.7	B
	Right Turn						
	Subtotal	383	384	100.4%	19.0	2.5	B
SB	Left Turn						
	Through	106	107	100.8%	18.5	2.9	B
	Right Turn	26	31	118.5%	9.7	3.1	A
	Subtotal	132	138	104.2%	16.6	2.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	140	131	93.4%	12.7	1.7	B
	Through	1,405	1,392	99.0%	12.2	0.7	B
	Right Turn	99	104	104.6%	9.8	1.2	A
	Subtotal	1,644	1,626	98.9%	12.1	0.8	B
Total		2,159	2,148	99.5%	13.6	0.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 17

15th Street/W Street-US 50 WB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	404	388	96.0%	13.8	1.1	B
	Right Turn	172	181	105.3%	9.5	1.5	A
	Subtotal	576	569	98.8%	12.4	1.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	748	765	102.2%	4.7	0.4	A
	Through	567	565	99.7%	10.7	1.4	B
	Right Turn						
	Subtotal	1,315	1,330	101.1%	7.2	0.6	A
Total		1,891	1,899	100.4%	8.8	0.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 18

16th Street/US 50 WB Off-Ramp-W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NB	Left Turn	249	256	103.0%	32.0	3.7	C
	Through	892	904	101.4%	32.5	1.7	C
	Right Turn						
	Subtotal	1,141	1,161	101.7%	32.4	2.0	C
NW	Left Turn	251	247	98.3%	40.5	11.3	D
	Through						
	Right Turn	596	598	100.3%	38.2	10.0	D
	Subtotal	847	844	99.7%	39.0	10.3	D
WB	Left Turn						
	Through	815	825	101.3%	43.4	2.2	D
	Right Turn	172	162	94.4%	36.8	3.4	D
	Subtotal	987	988	100.1%	42.3	2.1	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,975	2,993	100.6%	37.7	2.7	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 19

15th Street/US 50 EB Off-Ramp-X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	262	249	95.1%	16.7	2.1	B
	Through	313	319	101.9%	16.4	1.8	B
	Right Turn						
	Subtotal	575	568	98.8%	16.5	1.7	B
SE	Left Turn	564	571	101.2%	17.8	1.7	B
	Through						
	Right Turn	79	74	94.2%	18.1	2.2	B
	Subtotal	643	645	100.3%	17.8	1.7	B
EB	Left Turn						
	Through	586	566	96.5%	20.0	2.3	C
	Right Turn	34	38	110.6%	9.2	2.3	A
	Subtotal	620	603	97.3%	19.4	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,838	1,816	98.8%	18.0	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
AM Peak Hour

Intersection 20

16th Street/X Street-US 50 EB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	784	790	100.7%	16.5	1.7	B
	Right Turn	377	388	103.0%	14.1	2.0	B
	Subtotal	1,161	1,178	101.5%	15.8	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	571	567	99.3%	10.6	1.0	B
	Through	841	840	99.9%	11.3	0.6	B
	Right Turn						
	Subtotal	1,412	1,407	99.7%	11.0	0.6	B
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,573	2,585	100.5%	13.2	0.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 1 **8th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	306	294	95.9%	4.3	2.0	A
	Right Turn	69	73	106.1%	4.6	2.1	A
	Subtotal	375	367	97.8%	4.4	2.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	79	70	88.6%	12.6	3.4	B
	Through	491	489	99.6%	13.1	2.1	B
	Right Turn						
	Subtotal	570	559	98.0%	13.1	2.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		945	926	97.9%	9.6	1.7	A

Intersection 2 **9th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	226	212	94.0%	12.6	4.3	B
	Through	703	689	98.0%	16.2	7.5	B
	Right Turn						
	Subtotal	929	901	97.0%	15.4	6.7	B
EB	Left Turn						
	Through	460	466	101.4%	5.6	0.6	A
	Right Turn	100	95	95.2%	6.2	1.7	A
	Subtotal	560	562	100.3%	5.7	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,489	1,463	98.2%	11.7	4.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 3 **10th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	627	620	98.9%	11.4	2.9	B
	Right Turn	184	179	97.2%	9.6	2.5	A
	Subtotal	811	799	98.5%	11.0	2.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	50	47	94.4%	4.6	1.7	A
	Through	636	630	99.1%	4.9	0.6	A
	Right Turn						
	Subtotal	686	678	98.8%	4.9	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,497	1,477	98.7%	8.2	1.4	A

Intersection 4 **8th Street/Neighbors Alley** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	371	363	97.8%	1.0	0.3	A
	Right Turn	2	1	40.0%	1.0	0.3	A
	Subtotal	373	364	97.5%	1.0	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	4	5	120.0%	1.5	1.4	A
	Subtotal	4	5	120.0%	1.5	1.4	A
Total		377	368	97.7%	1.1	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 5 **8th Street/O Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	355	346	97.6%	16.0	5.3	B
	Right Turn	49	50	102.9%	13.4	5.0	B
	Subtotal	404	397	98.2%	15.6	4.9	B
SB	Left Turn						
	Through						
	Right Turn	15	18	117.3%	26.9	5.2	C
	Subtotal	15	18	117.3%	26.9	5.2	C
EB	Left Turn	18	15	82.2%	32.3	13.3	C
	Through	9	10	111.1%	25.9	30.7	C
	Right Turn						
	Subtotal	27	25	91.9%	24.7	12.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		446	439	98.5%	16.6	5.1	B

Intersection 6 **9th Street/O Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	15	15	98.7%	13.6	5.3	B
	Subtotal	15	15	98.7%	13.6	5.3	B
SB	Left Turn						
	Through	923	904	97.9%	19.1	9.8	B
	Right Turn						
	Subtotal	923	904	97.9%	19.1	9.8	B
EB	Left Turn						
	Through						
	Right Turn	58	54	93.1%	65.0	77.1	E
	Subtotal	58	54	93.1%	65.0	77.1	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		996	972	97.6%	21.0	11.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 7 **3rd Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	560	562	100.4%	56.1	35.9	E
	Right Turn	778	732	94.0%	68.7	41.6	E
	Subtotal	1,338	1,294	96.7%	63.2	38.9	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	105	112	106.7%	10.9	2.6	B
	Through	1,866	1,876	100.5%	14.7	2.0	B
	Right Turn						
	Subtotal	1,971	1,988	100.8%	14.5	2.0	B
Total		3,309	3,281	99.2%	33.5	15.7	C

Intersection 8 **8th Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	174	167	95.9%	7.5	1.1	A
	Through	268	278	103.6%	6.6	0.9	A
	Right Turn						
	Subtotal	442	444	100.5%	6.9	0.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,090	1,042	95.6%	7.5	1.0	A
	Right Turn	136	129	94.7%	10.0	2.7	A
	Subtotal	1,226	1,171	95.5%	7.8	1.1	A
Total		1,668	1,615	96.8%	7.6	0.9	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 9 9th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	986	915	92.8%	60.3	15.2	E
	Right Turn	211	189	89.7%	57.1	14.4	E
	Subtotal	1,197	1,104	92.3%	59.7	15.0	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	218	211	96.9%	22.4	7.5	C
	Through	1,015	983	96.8%	23.4	7.1	C
	Right Turn						
	Subtotal	1,233	1,194	96.8%	23.2	7.1	C
Total		2,430	2,298	94.6%	40.7	7.7	D

Intersection 10 10th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	157	146	93.0%	6.5	1.2	A
	Through	574	569	99.2%	6.2	0.7	A
	Right Turn						
	Subtotal	731	715	97.8%	6.3	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,076	1,044	97.1%	19.1	11.5	B
	Right Turn	107	106	98.7%	14.3	7.5	B
	Subtotal	1,183	1,150	97.2%	18.6	11.2	B
Total		1,914	1,865	97.5%	14.0	7.1	B

Intersection 11 3rd Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	198	196	98.8%	13.6	1.5	B
	Through	467	476	102.0%	15.0	0.7	B
	Right Turn						
	Subtotal	665	672	101.1%	14.6	0.7	B
EB	Left Turn						
	Through	736	747	101.5%	13.7	1.2	B
	Right Turn	87	87	99.8%	11.0	1.3	B
	Subtotal	823	834	101.3%	13.4	1.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,488	1,506	101.2%	13.9	0.7	B

Intersection 12 7th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	234	244	104.4%	18.4	1.5	B
	Through	469	469	100.0%	15.1	0.8	B
	Right Turn						
	Subtotal	703	713	101.5%	16.3	0.6	B
EB	Left Turn						
	Through	790	784	99.3%	8.8	0.5	A
	Right Turn	24	24	98.3%	6.6	1.9	A
	Subtotal	814	808	99.3%	8.8	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,517	1,521	100.3%	12.3	0.4	B

Intersection 13 **8th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	318	333	104.8%	11.2	1.0	B
	Right Turn	136	144	105.6%	9.6	2.0	A
	Subtotal	454	477	105.0%	10.8	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	124	112	90.3%	17.3	1.5	B
	Through	900	918	102.0%	17.7	0.8	B
	Right Turn						
	Subtotal	1,024	1,030	100.6%	17.6	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,478	1,507	102.0%	15.5	0.8	B

Intersection 14 **9th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	115	106	91.8%	46.9	5.4	D
	Through	1,089	1,004	92.2%	48.9	5.2	D
	Right Turn						
	Subtotal	1,204	1,110	92.2%	48.7	5.1	D
EB	Left Turn						
	Through	824	860	104.4%	10.3	1.3	B
	Right Turn	212	200	94.2%	12.0	2.3	B
	Subtotal	1,036	1,060	102.3%	10.6	1.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,240	2,170	96.9%	30.1	2.6	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 15 **10th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	609	597	98.0%	11.3	1.0	B
	Right Turn	70	73	104.0%	10.2	3.0	B
	Subtotal	679	670	98.6%	11.1	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	122	121	99.3%	4.1	0.6	A
	Through	817	844	103.3%	5.6	1.0	A
	Right Turn						
	Subtotal	939	965	102.7%	5.4	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,618	1,634	101.0%	7.8	0.6	A

Intersection 16 **11th Street-Riverside Boulevard/W Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	140	145	103.4%	33.0	7.1	C
	Through	136	136	100.3%	15.8	1.9	B
	Right Turn						
	Subtotal	276	281	101.9%	24.7	4.5	C
SB	Left Turn						
	Through	340	340	100.0%	19.0	3.1	B
	Right Turn	109	120	110.1%	16.3	3.5	B
	Subtotal	449	460	102.4%	18.3	3.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	256	259	101.1%	20.6	2.3	C
	Through	1,313	1,322	100.7%	22.1	0.8	C
	Right Turn	55	52	95.3%	19.4	1.7	B
	Subtotal	1,624	1,633	100.6%	21.8	0.8	C
Total		2,349	2,374	101.1%	21.5	1.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 17

15th Street/W Street-US 50 WB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,160	1,155	99.6%	22.0	3.4	C
	Right Turn	500	501	100.2%	11.2	1.1	B
	Subtotal	1,660	1,656	99.8%	18.7	2.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	835	844	101.0%	10.3	1.1	B
	Through	781	787	100.8%	13.2	0.9	B
	Right Turn						
	Subtotal	1,616	1,631	100.9%	11.7	0.8	B
Total		3,276	3,287	100.3%	15.3	1.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 18

16th Street/US 50 WB Off-Ramp-W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NB	Left Turn	219	206	94.2%	26.8	2.5	C
	Through	606	612	101.0%	22.3	1.4	C
	Right Turn						
	Subtotal	825	818	99.2%	23.4	1.4	C
NW	Left Turn	339	336	99.1%	71.1	14.0	E
	Through						
	Right Turn	323	302	93.6%	63.6	16.0	E
	Subtotal	662	638	96.4%	67.6	14.9	E
WB	Left Turn						
	Through	1,058	1,070	101.2%	40.7	6.5	D
	Right Turn	83	81	97.8%	23.6	7.0	C
	Subtotal	1,141	1,152	100.9%	39.5	6.5	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,628	2,608	99.3%	41.4	4.6	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 19 15th Street/US 50 EB Off-Ramp-X Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	612	629	102.8%	48.9	7.3	D
	Through	827	795	96.2%	33.2	4.0	C
	Right Turn						
	Subtotal	1,439	1,424	99.0%	40.2	4.7	D
SE	Left Turn	673	664	98.7%	26.9	7.0	C
	Through						
	Right Turn	202	206	102.0%	30.0	7.1	C
	Subtotal	875	870	99.5%	27.6	7.0	C
EB	Left Turn						
	Through	667	640	96.0%	25.3	8.8	C
	Right Turn	80	71	88.5%	14.9	3.6	B
	Subtotal	747	711	95.2%	24.3	7.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,061	3,006	98.2%	32.8	4.6	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Conditions
PM Peak Hour

Intersection 20

16th Street/X Street-US 50 EB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	502	499	99.4%	14.2	1.4	B
	Right Turn	212	218	102.6%	12.8	2.1	B
	Subtotal	714	716	100.3%	13.7	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	846	833	98.4%	17.8	3.0	B
	Through	1,106	1,116	100.9%	23.1	3.3	C
	Right Turn						
	Subtotal	1,952	1,949	99.8%	20.9	3.1	C
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,666	2,665	100.0%	19.0	2.5	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 1 **8th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	366	362	98.8%	6.5	2.9	A
	Right Turn	77	71	92.5%	6.2	1.7	A
	Subtotal	443	433	97.7%	6.4	2.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	34	34	101.2%	10.6	4.4	B
	Through	380	380	99.9%	15.6	1.3	B
	Right Turn						
	Subtotal	414	414	100.0%	15.2	1.2	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		857	847	98.8%	10.7	1.4	B

Intersection 2 **9th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	136	137	100.9%	11.0	5.5	B
	Through	325	329	101.2%	10.9	1.6	B
	Right Turn						
	Subtotal	461	466	101.1%	10.8	2.4	B
EB	Left Turn						
	Through	383	380	99.2%	6.0	0.6	A
	Right Turn	74	72	97.8%	6.1	1.3	A
	Subtotal	457	452	99.0%	6.0	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		918	918	100.0%	8.5	1.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 3 **10th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	601	602	100.2%	10.8	3.4	B
	Right Turn	77	70	90.9%	9.2	2.7	A
	Subtotal	678	672	99.1%	10.7	3.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	54	50	91.9%	3.2	0.8	A
	Through	465	466	100.3%	3.3	0.9	A
	Right Turn						
	Subtotal	519	516	99.4%	3.2	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,197	1,188	99.2%	7.5	2.0	A

Intersection 4 **8th Street/Neighbors Alley** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	435	423	97.2%	1.2	0.2	A
	Right Turn	10	8	84.0%	1.1	0.3	A
	Subtotal	445	431	96.9%	1.2	0.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	8	12	145.0%	4.0	1.6	A
	Subtotal	8	12	145.0%	4.0	1.6	A
Total		453	443	97.7%	1.2	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 5 8th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	420	408	97.2%	15.1	4.3	B
	Right Turn	51	53	103.5%	13.1	4.1	B
	Subtotal	471	461	97.9%	14.8	3.9	B
SB	Left Turn						
	Through						
	Right Turn	16	14	85.0%	25.8	9.8	C
	Subtotal	16	14	85.0%	25.8	9.8	C
EB	Left Turn	25	20	81.6%	25.6	10.3	C
	Through	27	28	103.7%	20.3	10.6	C
	Right Turn						
	Subtotal	52	48	93.1%	23.8	6.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		539	523	97.1%	15.9	3.9	B

Intersection 6 9th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	16	17	105.0%	13.5	2.4	B
	Subtotal	16	17	105.0%	13.5	2.4	B
SB	Left Turn						
	Through	577	580	100.5%	8.2	1.4	A
	Right Turn						
	Subtotal	577	580	100.5%	8.2	1.4	A
EB	Left Turn						
	Through						
	Right Turn	78	80	102.6%	7.0	1.3	A
	Subtotal	78	80	102.6%	7.0	1.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		671	677	100.9%	8.2	1.3	A

Intersection 7 3rd Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	275	256	93.2%	13.3	1.7	B
	Right Turn	165	152	91.9%	7.1	1.3	A
	Subtotal	440	408	92.7%	11.0	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	91	97	106.4%	4.7	0.9	A
	Through	609	614	100.8%	5.9	0.7	A
	Right Turn						
	Subtotal	700	710	101.5%	5.8	0.6	A
Total		1,140	1,118	98.1%	7.7	0.7	A

Intersection 8 8th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	109	108	98.7%	7.9	1.7	A
	Through	333	326	97.9%	7.9	1.0	A
	Right Turn						
	Subtotal	442	434	98.1%	7.9	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	614	622	101.3%	5.2	1.0	A
	Right Turn	138	136	98.6%	6.2	2.4	A
	Subtotal	752	758	100.8%	5.4	1.2	A
Total		1,194	1,192	99.8%	6.3	1.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 9 9th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	524	514	98.2%	15.5	2.5	B
	Right Turn	171	181	106.0%	15.7	3.3	B
	Subtotal	695	696	100.1%	15.6	2.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	96	100	103.8%	5.1	2.0	A
	Through	581	572	98.5%	6.3	0.8	A
	Right Turn						
	Subtotal	677	672	99.3%	6.2	0.9	A
Total		1,372	1,368	99.7%	11.0	1.6	B

Intersection 10 10th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	152	160	105.3%	12.4	4.7	B
	Through	899	900	100.1%	11.9	2.4	B
	Right Turn						
	Subtotal	1,051	1,060	100.9%	12.0	2.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	525	510	97.1%	6.5	1.3	A
	Right Turn	132	134	101.5%	7.5	1.5	A
	Subtotal	657	644	98.0%	6.7	1.3	A
Total		1,708	1,704	99.7%	10.0	1.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 11 3rd Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	160	142	88.8%	24.5	5.5	C
	Through	206	208	101.2%	29.1	3.3	C
	Right Turn						
	Subtotal	366	350	95.7%	27.1	3.6	C
EB	Left Turn						
	Through	2,578	2,568	99.6%	24.6	2.5	C
	Right Turn	329	315	95.8%	26.8	3.1	C
	Subtotal	2,907	2,884	99.2%	24.8	2.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,273	3,234	98.8%	25.1	2.1	C

Intersection 12 7th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	81	86	106.7%	11.3	1.4	B
	Through	173	176	102.0%	8.0	1.5	A
	Right Turn						
	Subtotal	254	263	103.5%	9.1	1.2	A
EB	Left Turn						
	Through	1,170	1,171	100.1%	9.3	1.0	A
	Right Turn	154	154	100.0%	6.5	0.9	A
	Subtotal	1,324	1,325	100.1%	9.0	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,578	1,588	100.6%	9.0	0.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 13 8th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	227	229	101.0%	10.3	0.9	B
	Right Turn	28	29	102.9%	8.2	3.1	A
	Subtotal	255	258	101.2%	10.1	0.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	215	203	94.3%	23.0	4.0	C
	Through	1,036	1,057	102.0%	19.5	0.8	B
	Right Turn						
	Subtotal	1,251	1,260	100.7%	20.1	1.3	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,506	1,518	100.8%	18.4	1.2	B

Intersection 14 9th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	182	171	93.8%	11.6	2.3	B
	Through	438	444	101.3%	8.6	0.6	A
	Right Turn						
	Subtotal	620	614	99.1%	9.4	1.0	A
EB	Left Turn						
	Through	939	972	103.5%	7.9	0.6	A
	Right Turn	125	117	93.4%	9.0	0.6	A
	Subtotal	1,064	1,089	102.3%	8.0	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,684	1,703	101.1%	8.5	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 15 10th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	720	712	98.9%	14.7	1.5	B
	Right Turn	98	110	111.8%	13.6	2.2	B
	Subtotal	818	822	100.4%	14.6	1.4	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	331	346	104.5%	8.8	2.1	A
	Through	790	800	101.3%	8.3	1.5	A
	Right Turn						
	Subtotal	1,121	1,146	102.2%	8.4	1.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,939	1,968	101.5%	11.0	1.4	B

Intersection 16 11th Street-Riverside Boulevard/W Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	230	240	104.3%	26.5	5.9	C
	Through	154	165	107.3%	12.4	3.0	B
	Right Turn						
	Subtotal	384	405	105.5%	20.9	4.1	C
SB	Left Turn						
	Through	108	114	105.2%	18.0	2.1	B
	Right Turn	26	28	106.2%	11.6	4.0	B
	Subtotal	134	141	105.4%	16.6	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	140	134	96.0%	13.4	1.7	B
	Through	1,435	1,423	99.2%	13.5	1.4	B
	Right Turn	99	97	98.2%	10.1	1.3	B
	Subtotal	1,674	1,655	98.9%	13.3	1.3	B
Total		2,192	2,201	100.4%	14.9	1.1	B

Intersection 17

15th Street/W Street-US 50 WB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	404	402	99.5%	13.9	1.5	B
	Right Turn	172	166	96.5%	10.4	1.9	B
	Subtotal	576	568	98.6%	12.9	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	748	737	98.6%	4.8	0.4	A
	Through	567	536	94.5%	10.2	1.1	B
	Right Turn						
	Subtotal	1,315	1,273	96.8%	7.0	0.5	A
Total		1,891	1,841	97.3%	8.8	0.5	A

Intersection 18

16th Street/US 50 WB Off-Ramp-W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NB	Left Turn	249	250	100.6%	30.8	2.1	C
	Through	892	910	102.0%	32.1	1.1	C
	Right Turn						
	Subtotal	1,141	1,160	101.7%	31.8	1.2	C
NW	Left Turn	251	247	98.5%	36.3	4.4	D
	Through						
	Right Turn	596	596	99.9%	34.6	7.3	C
	Subtotal	847	843	99.5%	35.0	6.3	C
WB	Left Turn						
	Through	815	768	94.2%	42.7	2.8	D
	Right Turn	172	165	96.0%	34.2	1.9	C
	Subtotal	987	933	94.5%	41.2	2.4	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,975	2,936	98.7%	35.8	1.7	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
AM Peak Hour

Intersection 19

15th Street/US 50 EB Off-Ramp-X Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	262	256	97.9%	15.6	2.1	B
	Through	313	326	104.2%	15.7	1.4	B
	Right Turn						
	Subtotal	575	582	101.3%	15.7	1.4	B
SE	Left Turn	564	567	100.6%	17.9	1.2	B
	Through						
	Right Turn	79	80	101.3%	17.9	3.6	B
	Subtotal	643	647	100.7%	17.9	1.2	B
EB	Left Turn						
	Through	586	566	96.5%	19.7	2.0	B
	Right Turn	34	33	96.5%	9.4	2.5	A
	Subtotal	620	598	96.5%	19.1	1.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,838	1,828	99.5%	17.6	1.0	B

Intersection 20

16th Street/X Street-US 50 EB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	784	784	100.0%	15.2	1.1	B
	Right Turn	377	377	99.9%	13.4	2.1	B
	Subtotal	1,161	1,161	100.0%	14.6	1.3	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	571	565	98.9%	10.4	0.9	B
	Through	841	846	100.6%	11.4	0.9	B
	Right Turn						
	Subtotal	1,412	1,411	99.9%	11.0	0.7	B
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,573	2,572	100.0%	12.7	0.8	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 1 **8th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	306	283	92.4%	4.2	3.6	A
	Right Turn	70	66	94.9%	5.5	3.2	A
	Subtotal	376	349	92.9%	4.4	3.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	79	64	81.0%	11.3	2.4	B
	Through	491	486	99.1%	13.5	1.8	B
	Right Turn						
	Subtotal	570	550	96.6%	13.2	1.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		946	900	95.1%	9.8	1.7	A

Intersection 2 **9th Street/N Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	226	222	98.4%	12.7	3.5	B
	Through	703	711	101.2%	17.6	6.0	B
	Right Turn						
	Subtotal	929	934	100.5%	16.4	5.4	B
EB	Left Turn						
	Through	460	446	97.0%	5.7	0.6	A
	Right Turn	101	104	103.0%	10.7	6.2	B
	Subtotal	561	550	98.0%	6.6	1.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,490	1,484	99.6%	12.7	3.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 3 10th Street/N Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	630	623	98.9%	11.8	3.1	B
	Right Turn	190	189	99.6%	10.2	2.3	B
	Subtotal	820	812	99.1%	11.4	2.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	50	44	87.2%	4.4	1.5	A
	Through	636	624	98.2%	5.0	0.4	A
	Right Turn						
	Subtotal	686	668	97.4%	5.0	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,506	1,480	98.3%	8.5	1.6	A

Intersection 4 8th Street/Neighbors Alley Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	371	344	92.8%	1.1	0.3	A
	Right Turn	3	2	80.0%	0.9	0.2	A
	Subtotal	374	347	92.7%	1.1	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	5	4	88.0%	1.7	1.6	A
	Subtotal	5	4	88.0%	1.7	1.6	A
Total		379	351	92.7%	1.1	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 5 8th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	356	336	94.3%	15.7	5.7	B
	Right Turn	49	47	95.5%	12.4	5.5	B
	Subtotal	405	382	94.4%	15.3	5.4	B
SB	Left Turn						
	Through						
	Right Turn	16	15	95.0%	24.0	7.4	C
	Subtotal	16	15	95.0%	24.0	7.4	C
EB	Left Turn	18	14	75.6%	24.8	20.1	C
	Through	9	7	75.6%	14.5	12.8	B
	Right Turn						
	Subtotal	27	20	75.6%	19.1	10.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		448	418	93.3%	16.0	5.1	B

Intersection 6 9th Street/O Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn	16	14	90.0%	12.9	3.7	B
	Subtotal	16	14	90.0%	12.9	3.7	B
SB	Left Turn						
	Through	924	892	96.6%	31.8	18.7	C
	Right Turn						
	Subtotal	924	892	96.6%	31.8	18.7	C
EB	Left Turn						
	Through						
	Right Turn	58	50	86.9%	34.0	37.9	C
	Subtotal	58	50	86.9%	34.0	37.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		998	957	95.9%	31.5	17.5	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 7 3rd Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	560	560	100.1%	47.0	15.6	D
	Right Turn	778	755	97.0%	57.7	22.2	E
	Subtotal	1,338	1,315	98.3%	53.3	19.1	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	105	110	104.8%	11.6	2.4	B
	Through	1,871	1,864	99.6%	15.2	3.2	B
	Right Turn						
	Subtotal	1,976	1,974	99.9%	15.0	3.2	B
Total		3,314	3,289	99.2%	30.4	8.0	C

Intersection 8 8th Street/P Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn	174	175	100.5%	8.7	1.5	A
	Through	269	259	96.2%	7.1	1.0	A
	Right Turn						
	Subtotal	443	434	97.9%	7.7	1.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,092	1,047	95.9%	8.0	0.9	A
	Right Turn	136	120	87.9%	9.8	3.1	A
	Subtotal	1,228	1,166	95.0%	8.2	1.1	A
Total		1,671	1,600	95.8%	8.1	1.0	A

Intersection 9 **9th Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,003	902	89.9%	61.5	16.7	E
	Right Turn	213	190	89.2%	57.4	17.2	E
	Subtotal	1,216	1,092	89.8%	60.8	16.8	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	218	222	101.7%	19.5	10.0	B
	Through	1,015	977	96.2%	21.2	9.4	C
	Right Turn						
	Subtotal	1,233	1,198	97.2%	20.9	9.5	C
Total		2,449	2,290	93.5%	40.0	10.2	D

Intersection 10 **10th Street/P Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	157	155	98.9%	5.7	1.0	A
	Through	581	577	99.3%	6.0	0.8	A
	Right Turn						
	Subtotal	738	732	99.2%	6.0	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through	1,076	1,038	96.5%	23.4	20.6	C
	Right Turn	108	100	93.0%	20.4	18.9	C
	Subtotal	1,184	1,139	96.2%	23.2	20.5	C
Total		1,922	1,871	97.4%	16.5	12.6	B

Intersection 11 **3rd Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	198	189	95.6%	12.6	1.3	B
	Through	467	474	101.4%	14.8	0.6	B
	Right Turn						
	Subtotal	665	663	99.7%	14.2	0.6	B
EB	Left Turn						
	Through	741	765	103.2%	13.8	0.8	B
	Right Turn	87	91	104.8%	11.2	0.8	B
	Subtotal	828	856	103.4%	13.6	0.8	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,493	1,519	101.7%	13.8	0.5	B

Intersection 12 **7th Street/Q Street** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	235	237	100.9%	17.9	1.9	B
	Through	469	457	97.5%	14.7	1.4	B
	Right Turn						
	Subtotal	704	694	98.6%	15.8	1.6	B
EB	Left Turn						
	Through	794	792	99.7%	8.8	0.4	A
	Right Turn	24	17	71.7%	5.1	1.6	A
	Subtotal	818	809	98.9%	8.7	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,522	1,503	98.8%	12.0	0.9	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 13 8th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	318	312	98.0%	11.7	1.2	B
	Right Turn	136	126	92.6%	10.4	3.9	B
	Subtotal	454	438	96.4%	11.4	1.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	125	122	97.9%	16.7	1.6	B
	Through	904	902	99.8%	17.4	0.5	B
	Right Turn						
	Subtotal	1,029	1,025	99.6%	17.3	0.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,483	1,462	98.6%	15.5	0.8	B

Intersection 14 9th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	119	104	87.4%	46.8	4.8	D
	Through	1,102	1,011	91.7%	49.3	4.7	D
	Right Turn						
	Subtotal	1,221	1,115	91.3%	49.1	4.7	D
EB	Left Turn						
	Through	828	822	99.2%	10.4	1.8	B
	Right Turn	212	216	101.9%	12.6	3.3	B
	Subtotal	1,040	1,038	99.8%	10.9	2.0	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,261	2,152	95.2%	30.7	2.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 15 10th Street/Q Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	613	621	101.3%	11.1	0.8	B
	Right Turn	70	56	79.4%	11.0	4.2	B
	Subtotal	683	677	99.1%	11.1	0.9	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	125	112	89.9%	3.8	0.5	A
	Through	822	814	99.0%	5.1	0.7	A
	Right Turn						
	Subtotal	947	926	97.8%	5.0	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,630	1,603	98.4%	7.5	0.5	A

Intersection 16 11th Street-Riverside Boulevard/W Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	140	139	99.4%	33.4	9.7	C
	Through	136	133	97.6%	15.3	2.0	B
	Right Turn						
	Subtotal	276	272	98.6%	24.7	5.3	C
SB	Left Turn						
	Through	342	337	98.5%	19.3	4.7	B
	Right Turn	109	114	104.2%	16.6	6.4	B
	Subtotal	451	450	99.9%	18.6	5.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	256	257	100.5%	20.5	1.3	C
	Through	1,317	1,371	104.1%	22.3	1.1	C
	Right Turn	55	53	96.7%	20.8	3.7	C
	Subtotal	1,628	1,682	103.3%	22.0	1.0	C
Total		2,355	2,404	102.1%	21.7	1.7	C

Intersection 17

15th Street/W Street-US 50 WB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through	1,162	1,159	99.7%	18.9	2.8	B
	Right Turn	500	504	100.7%	10.1	1.3	B
	Subtotal	1,662	1,662	100.0%	16.2	2.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	835	838	100.3%	10.1	0.8	B
	Through	781	774	99.2%	13.5	1.8	B
	Right Turn						
	Subtotal	1,616	1,612	99.8%	11.8	1.0	B
Total		3,278	3,274	99.9%	14.1	1.3	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 18

16th Street/US 50 WB Off-Ramp-W Street

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
NB	Left Turn	219	216	98.6%	26.7	2.3	C
	Through	606	609	100.5%	21.6	1.3	C
	Right Turn						
	Subtotal	825	825	100.0%	22.9	1.2	C
NW	Left Turn	339	323	95.3%	73.8	23.2	E
	Through						
	Right Turn	323	325	100.6%	64.1	28.0	E
	Subtotal	662	648	97.9%	69.4	25.1	E
WB	Left Turn						
	Through	1,058	1,050	99.2%	39.6	4.5	D
	Right Turn	83	84	101.7%	21.6	5.9	C
	Subtotal	1,141	1,134	99.4%	38.2	4.4	D
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,628	2,607	99.2%	41.3	7.6	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

DGS Resources Bldg Renovation EIR
Existing Plus Project Conditions
PM Peak Hour

Intersection 19 15th Street/US 50 EB Off-Ramp-X Street Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	613	590	96.2%	46.7	4.4	D
	Through	828	832	100.4%	32.4	3.5	C
	Right Turn						
	Subtotal	1,441	1,421	98.6%	38.3	3.0	D
SE	Left Turn	673	696	103.5%	27.6	4.8	C
	Through						
	Right Turn	202	197	97.4%	32.5	7.4	C
	Subtotal	875	893	102.1%	28.7	5.2	C
EB	Left Turn						
	Through	667	675	101.2%	23.7	4.3	C
	Right Turn	80	80	99.5%	16.9	5.1	B
	Subtotal	747	754	101.0%	23.0	4.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		3,063	3,069	100.2%	31.8	3.1	C

Intersection 20

16th Street/X Street-US 50 EB On-Ramp

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		LOS
			Average	Percent	Average	Std. Dev.	
NB	Left Turn						
	Through	502	499	99.4%	14.1	1.3	B
	Right Turn	212	202	95.1%	11.6	2.2	B
	Subtotal	714	700	98.1%	13.4	1.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	847	838	98.9%	17.6	3.1	B
	Through	1,106	1,136	102.7%	23.6	3.8	C
	Right Turn						
	Subtotal	1,953	1,974	101.1%	21.1	3.4	C
NW	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,667	2,675	100.3%	19.1	2.8	B

MEMORANDUM

Date: December 16, 2016
To: Sean Bechta (Ascent Environmental)
From: Jimmy Fong and David Carter (Fehr & Peers)
**Subject: DGS 1215 O St and P St Office Building Projects –
Existing Parking Supply and Availability**

RS16-3489

This memorandum documents the existing parking supply and availability of the surface lots, garages, and on-street parking within the vicinity of the DGS 1215 O Street Office Building and P Street Office Building projects in Downtown Sacramento.

Parking Locations

The parking supply study area covers roughly a two-block radius around both project locations. This study area extends from 5th Street to 14th Street, and Capitol Mall to Q Street (with a few areas extending east to 15th Street and south to R St) [see Figure 1].

Parking facilities within this area include a mix of on-street parking, surface parking lots, and garages, some of which are reserved for employees of the State of California while others are open to public. Public parking locations include a few private-operated parking garages with an allocation open to the public. The on-street parking included in the survey are all metered parking and non-metered 2-hour/residential permit parking (loading zones were excluded).

Parking Supply and Availability

Fehr & Peers conducted parking supply and demand counts at all parking locations on mid-week days in mid-November with clear weather conditions (Wednesday, November 15, 2016 and Thursday, November 16, 2016), during the peak parking demand for office employees between 9 AM to 11 AM and 2 PM to 3 PM (excluding lunch-time parking demand).

The P Street Office Building Project site includes reserved parking for state employees, as well as parking reserved for patrons of the Capital Athletic Club [see Table 1]. This area includes 281 parking spaces in which 208 were occupied.



Parking Facility Type	Supply	Peak Demand	% Full	Available	% Available
State Reserved Surface Lots	181	137	76%	44	24%
Capitol Athletic Club Parking	100	71	71%	29	29%
Total	281	208	74%	73	26%

Source: Fehr & Peers, 2016

In the parking study area (excluding the P Street Office Building Project site), there is a total supply of approximately 6,530 parking spaces. During the peak parking demand period for office employees, the total availability was approximately 1,450 spaces [see Table 2]. Reserved parking spaces located in private garages (i.e., not available for public parking) are not included in the reported supply/availability numbers.

Parking Facility Type	Supply	Peak Demand	% Full	Available	% Available
State Reserved Surface Lots and Garages ²	3,398	2,497	73%	901	27%
Public Surface Lots and Garages ³	1,882	1,467	78%	415	22%
Public On-Street 10-Hour Meter Parking	213	202	95%	11	5%
Public On-Street 2-Hour Meter Parking	691	612	89%	79	11%
Public On-Street 2-Hour/Residential Parking	285	256	90%	29	10%
Public On-Street <2-Hour Meter Parking	65	49	75%	16	25%
Total	6,534	5,083	78%	1,451	22%

Notes:

¹ Parking supply, peak demand, and availability in the study area excludes parking within the P Street Office Building Project site (presented in Table 1).

² 1500 10th Street Garage is a State parking facility that allows for public parking; it is included in the State reserved supply and availability.

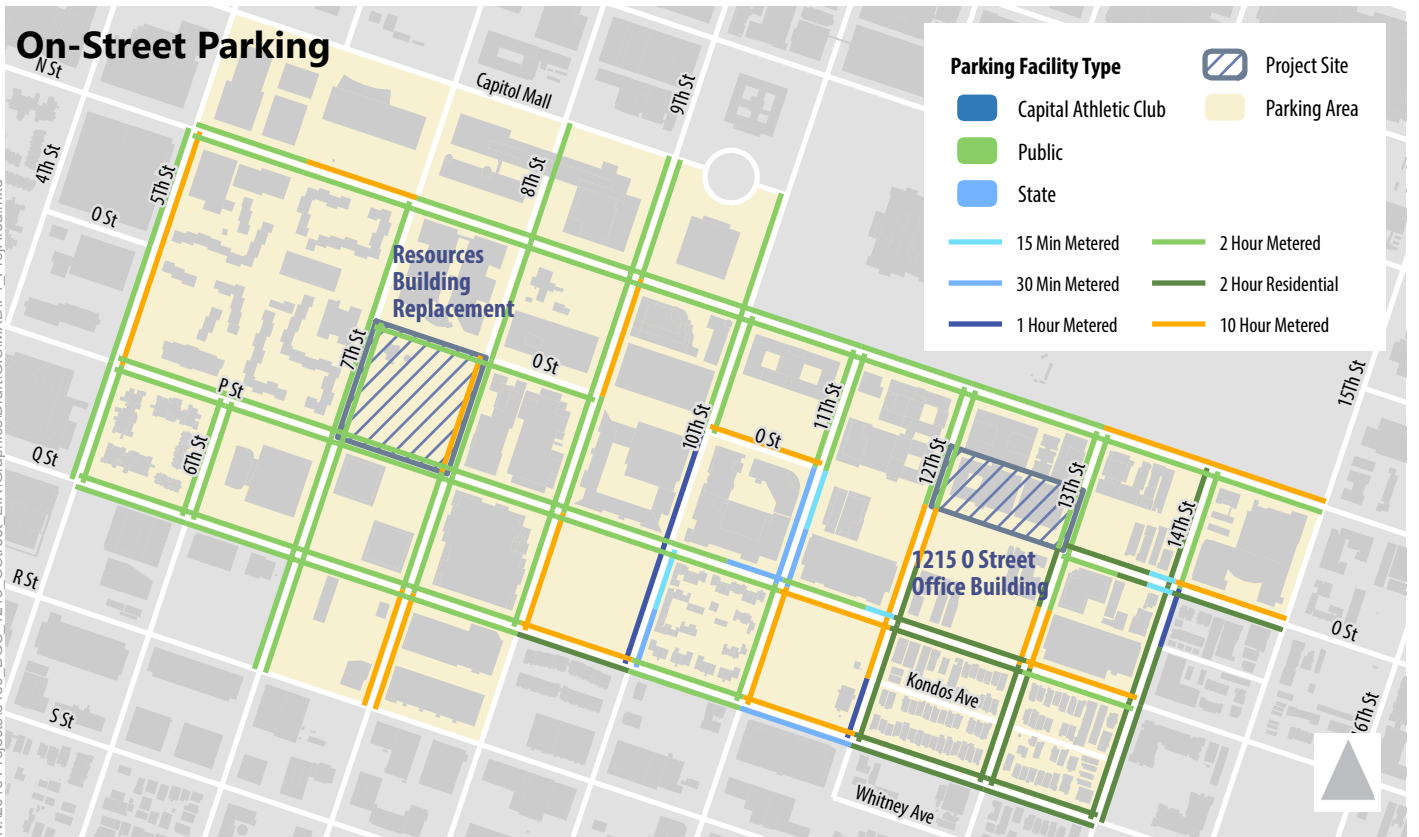
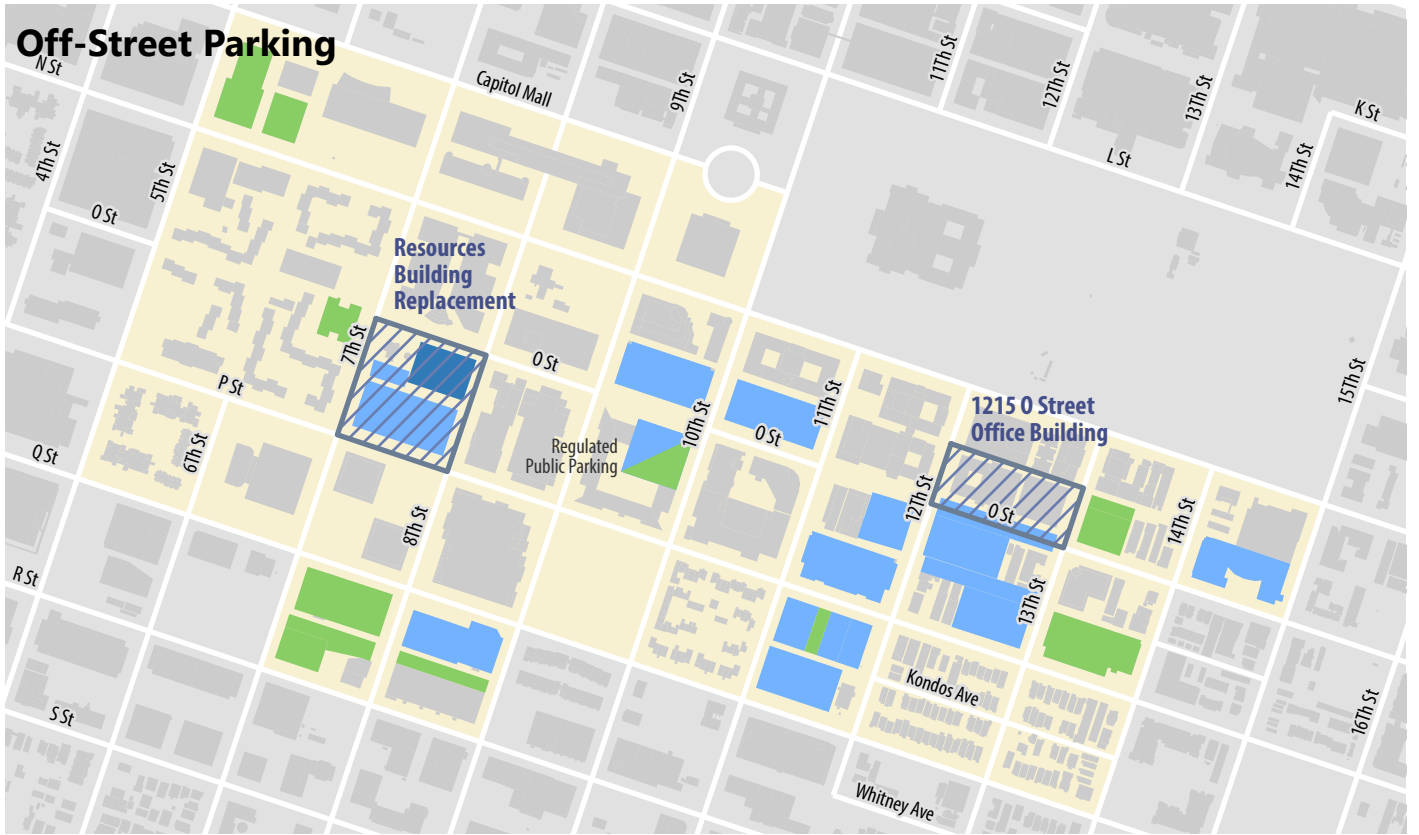
³ Public parking includes private lots and garages with an allocation for public parking; reserved parking for non-State employees are excluded in the supply and availability for this facility type. Westminster Presbyterian Church (1300 N Street), Quill Alley (between 7th and 9th Streets), and 7th/R Street parking lots offer public parking rented on a monthly basis.

Source: Fehr & Peers, 2016

Locations with the highest number of available spots were in the following parking garages:

- 293 available spaces in the 1517 11th Street State Garage (between 11th/12th/O/P Streets)
- 201 available spaces in the 1517 13th Street Public Garage (between 13th/14th/O/P Streets)
- 183 available spaces in the 1416 10th Street State Garage (between 9th/10th/N/O Streets)
- 119 available spaces in the 1500 10th Street State Garage (between 9th/10th/O/P Streets)
- 94 available spaces in the 500 Capitol Mall Tower Garage (between 5th/6th/Capitol Mall/N Streets)
- 79 available spaces in the State Garage (between 8th/9th/Q/R Streets)

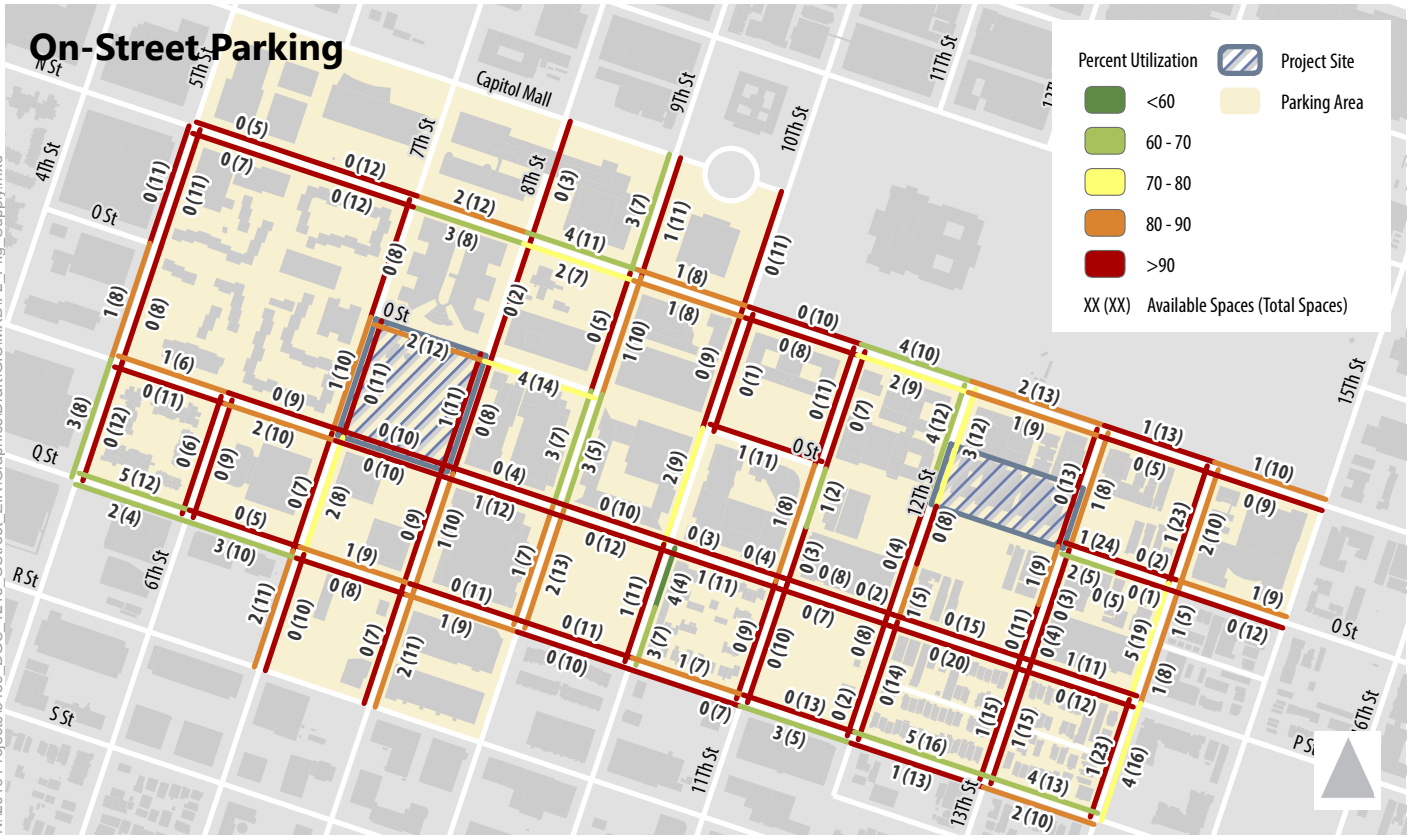
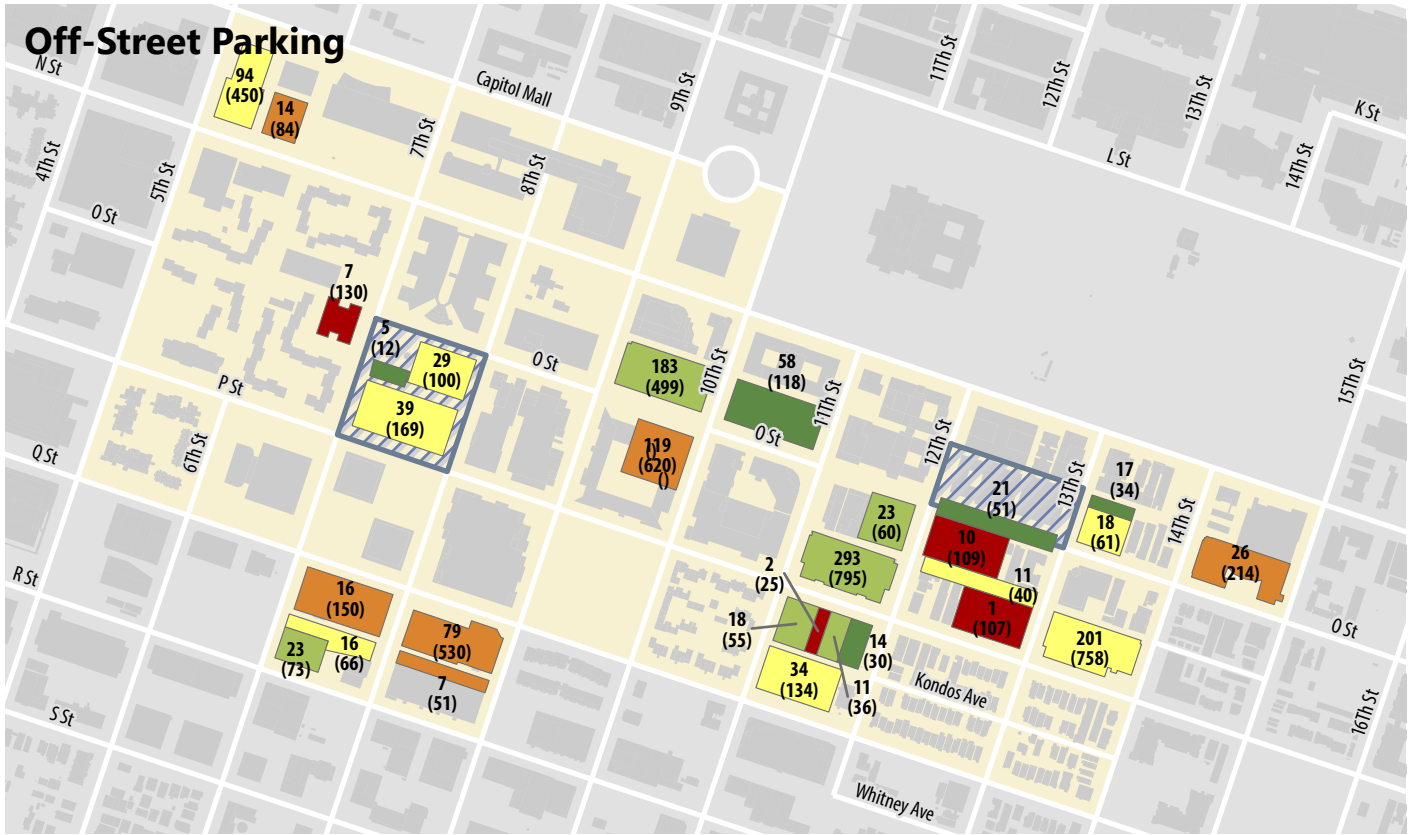
The detailed parking supply and availability for the surface lots, garages, and on-street parking are presented in Figure 2.



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Figure 1





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Figure 2

Parking Utilization

